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American Aviation

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Fortnightly Review

Encouragement

THE reaction is good. Leaders in all branches of aeronautics feel that President Roosevelt has made clear, through the calibre of his C. A. A. appointees, a sincere desire to see that aviation flourishes.

The selection was not easy. Many qualified men were available and we are aware that in some quarters there is a feeling of disappointment. We, too, had friends not among the appointed. But the main objective is *encouragement for aviation* and we believe the new Authority is being launched in a way to attain that end.

It is an interesting appointive set-up. On the five-man Authority, three members can be classified as Republican or independent—Messrs. E. J. Noble, the chairman; G. Grant Mason, and Oswald Ryan. However, to those political critics who may believe that this important board should have been Democratic, the President can say that three of the five are definitely in sympathy with New Deal industrial and public utility objectives—Messrs. Harlee Branch, vice chairman; Robert Hinckley and Oswald Ryan.

The administrator, Clinton M. Hester, twenty years in government service, probably should be classified as a Republican, yet he was selected by the White House as its spokesman during the legislative study of the C. A. A. bill because of sympathy with and clear understanding of the President's transportation coordination ideas.

The two appointed members of the Air Safety Board, Tom Hardin and Sumpter Smith, are well qualified to handle in a sane, cool-headed manner that important

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F.D.R. Appoints C. A. A. Heads; Administrator is Career Man

HESTER TO STUDY JOB IN THE FIELD

Administrator Will Spend Much Time Traveling; Plans No Early Changes

Probably the most outstanding news to aviation as a result of the C.A.A. appointments is the intention of the new administrator, Clinton M. Hester, to spend a great deal of his time in the field away from Washington where he can study aviation's problems at first hand.

Mr. Hester does not believe the C.A.A. can be administered from a desk in Washington. He does not believe problems can be solved by correspondence and dictatorial methods from the nation's capital. He believes in permitting competent subordinates to carry the responsibilities of the Washington offices while the administrator should be meeting people, problems, personnel face to face.

In amplification of this theory, Mr. Hester does not plan to effect any changes in the present BAC set-up until he has had ample time to get acquainted with aviation and its problems from first-hand observations and experiences throughout the country. In other words,

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Administrator



Harris & Ewing
CLINTON M. HESTER

Who has been named administrator of the Civil Aeronautics Authority.

McGraw-Hill Seeks to Restrain Publishers of AMERICAN AVIATION

Plaintiff Complains 1-Year-Old News Magazine Deprives Aviation of Profits; Infringement Charge Answered July 11

American Aviation Associates, Inc., on July 11 filed an answer in the U. S. District Court for the District of Columbia to a bill of complaint brought by the McGraw-Hill Publishing Corporation which seeks to restrain the publishers of *AMERICAN AVIATION* from publishing a magazine using the word "aviation" in its title.

McGraw-Hill, publishers of *Aviation* and 25 other trade periodicals, have charged that the use of the title *AMERICAN AVIATION* is an infringement of its trade mark and has thus caused "confusion" in the industry. It not only seeks an injunction against American Aviation Associates, Inc., but asks for an "accounting of profits."

Although *AMERICAN AVIATION* has been published only one year, McGraw-

Hill asserts that "the publishers have thereby caused and are now causing the plaintiff great and irreparable loss and injury and have derived from the said acts great profits and advantages unlawfully, the extent of which, however, plaintiff is unable to ascertain and therefore asks for an assessment and accounting thereof."

In its answer, filed by its counsel, Rhodes, Klepinger and Rhodes, American Aviation Associates denies that McGraw-Hill has the exclusive use of the word "aviation" and points to numerous other magazines that are or have used the word "aviation" in their titles. The answer also denies that its use of the slogan, "The Independent Voice of American Aeronautics" infringes in any way upon the sub-title (Turn to Page 2)

Private Flyers Have a Champion in Noble; Branch, Mason, Ryan and Hinckley Selected

MEMBERS of the Civil Aeronautics Authority, the Administrator, and two of the three members of the Air Safety Board, were appointed by President Roosevelt shortly after 5 p. m. Thursday, July 7, a few hours before he left on his western tour.

As chairman of the Authority, the President appointed Edward J. Noble, industrialist, plane owner and pilot, and founder and chairman of the board of the Life Savers Corporation. Other members are:

Harlee Branch, Second Assistant Postmaster General, who will be vice chairman.

Grant Mason, manager of the Cuban division of Pan American Airways and a founder of that company.

Robert Henry Hinckley, Assistant Works Progress Administrator for the Far West.

Oswald Ryan, general counsel for the Federal Power Commission.

For the important post of administrator, the President named Clinton M. Hester, assistant general counsel of the Treasury Department, who was one of the drafters of the Civil Aeronautics Act of 1938.

Only two out of the three members of the Air Safety Board were appointed at this time. They are Thomas O. Hardin, veteran American Airlines pilot, backed by the Air Line Pilots Association, and Lt. Col. W. Sumpter Smith, principal aeronautical engineer of the Works Progress Administration.

Three of the appointments occasioned widespread surprise. To most of the "aviation crowd" in Washington Messrs. Noble, Hinckley and Ryan were virtually unknown. Only in the last day before the announcement was made was Mr. Noble's name brought into the speculation, although a few had known for ten days to two weeks that the President had set his mind to selecting Mr. Noble for one of the Authority posts.

Another surprise was the appointment of Mr. Hester as administrator rather than Grant Mason, but this arrangement was effected two days before the announcement was made, and to the mutual satisfaction of both Mr. Mason and Mr. Hester.

Mr. Branch had been conceded a place on the Authority since the beginning and left Washington some days before the (Turn to Page 6)

SUIT

(Continued From Page 1)

of *Aviation*, which reads, "The Oldest American Aeronautical Magazine."

The answer also denies the McGraw-Hill charge that the words AMERICAN AVIATION are printed in the same or similar form, arrangement, display and type that is used by *Aviation* and denies that McGraw-Hill for the last five years has used the trade mark *Aviation* in substantially the same design or type of lettering as it is now using.

The answer likewise denies the McGraw-Hill charge that AMERICAN AVIATION is competing unfairly with the plaintiff, and denies that it has placed in the hands of unscrupulous dealers and others the means of causing and permitting the magazines of this defendant (AMERICAN AVIATION) to be "palmed off" or "passed off" for magazines of the plaintiff.

Further the answer reads:

"That this defendant (AMERICAN AVIATION) avers that it has, in publishing its said magazine and in the design of its cover and title of its said magazine, and in the content of its said magazine, scrupulously avoided imitating the said magazine of the plaintiff and the magazines of other persons, firms and corporations who publish and distribute magazines on the subject of aeronautics; that the magazines which this defendant publishes and distributes are not similar in cover design or content, to the magazines which the plaintiff publishes and distributes under the title and name of *Aviation*.

"That, further answering said bill of complaint, this defendant denies that by using the name and trade mark *Aviation* the plaintiff has acquired such rights as have or could prevent this defendant from lawfully and properly using the name and trade mark AMERICAN AVIATION for the magazines which it publishes and distributes; that numerous other magazines and other publications using and bearing trade marks and titles which include the word 'aviation,' and dealing with aeronautics and allied subjects, have been sold, published and distributed in various parts of the United States . . . that some of said publications bearing titles and trade marks including the word 'aviation' were issued, distributed and sold before the plaintiff began to publish, distribute and sell its said magazine *Aviation*; that numerous trade-mark names and titles for magazines and other publications dealing with the subject of aeronautics and allied subjects, which trade marks contain and include the word 'aviation,' have been registered in the United States Patent Office."

The McGraw-Hill bill of complaint states that that company has spent \$50,000 in the past three years trying to build up the magazine *Aviation*. In the publishing industry *Aviation* has always been regarded as a heavy money loser for the McGraw-Hill company.

American Aviation Associates, Inc., issued the following statement regarding the suit:

"Naturally we will fight to the limit this attempt by a large corporation, to which aviation is only a side interest, to put AMERICAN AVIATION out of the way. Before starting this venture, the publishers consulted competent legal talent and also found that the title was clear at the U. S. Patent Office. The term 'aviation' represents an industry and cannot be considered the private property of one company.

"We have made every effort from the very start to pioneer a new field of

aviation news reporting and to avoid imitating in any manner or style any existing aeronautical publication. The wholehearted acceptance of our magazine within the industry is one very apparent reason for the action by the plaintiff. It is interesting to note that five months after the first issue of AMERICAN AVIATION appeared, *Aviation* began imitating our news reporting by opening up an extensive news section in its magazine.

"Although other publications have used the word 'aviation' in their titles, and although the trade mark *Aviation* was not registered until 1928 despite the fact that it had been used by predecessor companies since 1916, this is apparently the first action McGraw-Hill has taken against another publication for such use.

"We consider the charge that there is 'confusion' by readers with regard to the two publications absurd and are fully confident that the courts will uphold this contention."

HESTER

(Continued From Page 1)

he wants to "find out what it's all about."

Also in the way of good news is Mr. Hester's desire to listen to all criticism from all quarters. He believes that through constructive criticism the C.A.A. can be made to function smoothly and efficiently.

Conversations with Mr. Hester make it apparent that he is sincere in wanting to do a job. He makes no bones of the fact that his acquaintanceship with aviation began only last fall during the early stages of the legislation. Although he has learned a great deal, he is fully aware that he has a tremendous amount yet to learn. But he wants to learn and wants to learn at first hand. He is fully conscious of the task he has undertaken and has repeatedly said that the appointment came as a complete surprise.

A Merit Reward

Significance of Mr. Hester's appointment from the Washington angle is that few government "career" men have been elevated to high federal jobs. Mr. Hester is a "career" man, i. e., he has been in Civil Service classification through one administration after another for twenty years. He has been quite apart from political parties. In past years most Presidents have restricted appointments of career men to the State Department. President Roosevelt has elevated a number of these government workers and one of the most important "merit awards" has gone to Mr. Hester.

To Bureau of Air Commerce and I.C.C. employees brought under the C.A.A., Mr. Hester's appointment is packed with importance. He believes in protecting Civil Service workers as long as they are doing efficient jobs. This means that there will be few personnel changes and that the threat of politics which has hung over the heads of BAC workers for many years has been eliminated. And it has been no secret that the trouble in the BAC was not so much the employees as it was political interference.

Mr. Hester does not intend to wait until Aug. 22 to get out into the field. He will probably make several extended trips in the interim.

To the BAC, this news brings a sign of relief. Pending announcement of appointments, a number of BAC officials have delayed making trips, fearing immediate radical changes. All Mr. Hester wants to do is to take care of immediate and pressing problems and then let the BAC move along in routine fashion.

Although the title "administrator" sounds something like a one-man show, Mr. Hester does not intend to make it so. As a matter of fact he intends to surround himself with competent advisers and to leave to his immediate subordinates the actual detailed task of running the Authority.

To Seek Office Space

One of his first jobs is to find office quarters for the Authority. Next, he will take care of routine matters before flying to various points over the country.

Mr. Hester is one of the shrewdest legislative experts in government. He has drafted much important legislation, and, more to the point, has succeeded in getting much of it through Congress. His homely philosophy, his modesty, and his unimposing manner are apt to be disarming. On first meeting it would be easy to underestimate his ability. He is a man of hard work, of simple tastes, but of wide experience in handling individuals with persuasive tact.

He has done very little flying, but expects to do a great deal from now on. He is expected to impress favorably those in the industry and others in aviation with whom he comes in contact. He is one of the most sincere men who has assumed an important aviation post.

Fortress Spans Nation

One of the Army's Flying Fortresses piloted by Col. Robert Olds on July 1 completed a west-east non-stop flight between March Field, Riverside, Cal., and Langley Field, Va., a distance of 2,317 miles, in 11 hrs., 20 mins. Flying from 13,000 to 16,000 ft., the crew remained under oxygen. It was said to be the first transcontinental sub-stratosphere flight. On June 30 another Flying Fortress flew from Miami to Brownsville, Tex., over the Gulf of Mexico, about 1,400 miles, in 5 hours.

Rosendahl to Germany

Comdr. Charles E. Rosendahl and Mrs. Rosendahl recently sailed for Berlin to attend a conference on lighter-than-air craft. He has been transferred by the Navy from Lakehurst to sea duty effective upon his return.

Army Flight to Colombia

Six Army Air Corps bombers will make a goodwill flight Aug. 7 from Panama Canal Zone to Bogota for the inauguration of Dr. Eduardo Santos as president of Colombia. President Roosevelt has named Jefferson Caffery, ambassador to Brazil, as his special representative.

Chicago Field Split

Chicago, July 5—Within a month Chicago's municipal airport will comprise two adjoining tracts, separated by the Chicago and Western Indiana railroad tracks, according to announcement by H. K. Seltzer, Chicago WPA director. Legal entanglements will prevent the shifting of the tracks for some time, but it is expected that this will be accomplished and that the city will have a mile-square airport by next April. WPA workers are at present improving both parts of the airport.

Clipper Delayed

Alameda, Calif., June 29—Pan American Airways' Hawaii Clipper broke a strut supporting a pontoon while attempting to take off in rough water today with 13 passengers aboard. Departure will be delayed until tomorrow.

\$20,000 ALASKA FIRE**Hangar-Shop Building and Bellanca Seaplane Destroyed**

Juneau, Alaska, June 11—Fire yesterday destroyed the Alaska Air Transport Co. radio station, shop, hangar, and a 5-place Bellanca seaplane. Three other planes based at the lower hangar were removed safely. First estimates of damage were set between \$20,000 and \$25,000. The Bellanca, a total loss, was valued at \$10,000. It is believed the fire, which was preceded by an explosion, started from a welding torch which was being used at the time.

"The fire had enveloped the entire building in two minutes," Russell Cithero, company agent, said. While three other planes were being removed, a Lockheed, piloted by Shell Simmons, and an Aeronca, piloted by Rudy Tenrich, collided. Gene Meyring, Pacific Alaska Airways pilot who was at the hangar, taxied the Alaska Air Transport Stinson to safety.

Hoyt Seaplane Fellowship**To Webb Institute Graduate**

New York, July 5—John D. Pierson has been awarded the recently-created Richard F. Hoyt Memorial Seaplane Fellowship at the Guggenheim School of Aeronautics of New York University, it was announced today. Funds for the fellowship were subscribed by friends of the late Mr. Hoyt, an aviation enthusiast, for the purpose of advancing the art of seaplane design and construction.

Pierson, who was graduated last month from the Webb Institute of Naval Architecture, was the ranking student in his class throughout his four years as an undergraduate. He was selected for the fellowship by the following committee: B. V. Korvin-Kroukovsky, Edo Aircraft Corp.; William Schwendler, chief engineer, Grumman Aircraft; Igor Sikorsky, Sikorsky Aircraft; T. P. Wright, Curtis-Wright, and Harry F. Guggenheim, chairman of the advisory committee.

Board Studies Crash

Thomas O. Hardin and Col. Sumpter Smith, newly appointed members of the Civil Aeronautics Authority's air safety board, were announced as advisory members of the accident board named to investigate the wreckage of a Northwest Airlines' Lockheed 14 which crashed at Billings, Mont., July 8, killing one passenger. Other members of the board included Robert D. Hoyt, BAC aeronautical inspector, chairman; Robert I. Hazen, BAC senior airline inspector, and Phil C. Salzman, BAC airline maintenance inspector. Fred B. Sheriff, Montana commissioner of aeronautics, was also named advisory member. The Seattle-Chicago plane, piloted by Walter Bullock, with Lester Doan as co-pilot, was taking off from Billings airport with eight passengers aboard when the accident occurred.

Giro Bill Signed

President Roosevelt on June 30 signed the bill (H.R. 10605) authorizing \$2,000,000 for experimentation and procurement of autogiros and other types of rotary-wing aircraft. Complete story of the bill was carried in AMERICAN AVIATION, July 1.

Fred Fagg Elected

Chicago, June 27—Fred D. Fagg, Jr., former director of the Bureau of Air Commerce and now dean of Northwestern University's School of Commerce, has been elected to the important aviation committee of the Chicago Association of Commerce.

AIR CORPS CUTS SHOW ACTIVITIES

New Ruling Now Effective Limits Participation to 3 Non Profit Exhibitions Each Year

Army Air Corps planes hereafter will participate in no more than three national air meets or industrial exhibitions in any one year, the War Department announced July 7. Requests for participation are to be sponsored by the National Aeronautic Association. Events must attract a "large popular attendance," be satisfactorily financed with a non-profit policy. The first program to be attended by Army planes under the new "rigid" rules will be the National Air Races at Cleveland Sept. 3-5, which is sponsored by the NAA and conforms to the new regulations. Assignments will change geographically from year to year.

"Both the Army and the Navy have been faced with a close distinction between their desire to demonstrate to the public their progress in flying and in equipment, and the loss in training time and appropriated funds demanded by indiscriminate participation in air meets and exhibitions," the War Department stated. "As a consequence, certain definite decisions are announced with which the Navy is in general accord, and which are designed primarily to further the aviation industry in the United States.

In the future the Army Air Corps will take part in two, or not more than three, national air meets or industrial exhibitions a year . . . Special consideration will be given to the coverage of all geographical sections and to the fact that the meets or exhibitions shall have international as well as national significance . . . It is the aim of the War Department, in participating in these large national meets and exhibits, to contribute to the general advancement of aviation, its industry, and its flyers by demonstrating military progress in conjunction with civilian development.

The nature and extent of the Army program at Cleveland cannot be accurately forecast at this time, but the Air Corps will present a varied program both in the air and in its ground exhibits. The chief of Air Corps, Maj. Gen. Oscar Westover, has been designated as the Army representative in making the military arrangements for the National Air Races."

Oregon Meet July 23-24

Eugene, Ore., July 6—The 4th National Amateur Air Meet will be held at Springfield Airport, near here, on July 23 and 24. Eight bronze plaques will be awarded.

Denver Show Sept. 11

Denver, July 7—The annual air show sponsored by the Rocky Mountain chapter of the National Aeronautic Association, the Denver Chamber of Commerce, and other civic organizations, will be held at the Denver Municipal Airport Sept. 11. John H. Stark, president of the NAA chapter here, announced today.

Hayden Brooks Elected

Birmingham, Ala., July 6—New officers of the Birmingham Aero Club have been elected as follows: Hayden Brooks, president; R. L. Sims, first vice-president; Jim McCrory, second vice-president; Dr. L. A. Tatum, third vice-president; Luther Cale, secretary-treasurer. D. E. Denney is the retiring president.

MULLIGAN TO RETIRE

Will Leave Government Service for Private Law Practice

Denis Mulligan, director of the Bureau of Air Commerce since Apr. 16, succeeding Fred D. Fagg, Jr., will retire from government service and enter private law practice, when the Civil Aeronautics Authority formally takes over the functions of the present Bureau.

Mulligan had been a solicitor in the Department of Commerce for some years and is well acquainted with governmental legal and legislative procedure. He expects to practice in New York and possibly later on in Washington.

NEW SOARING MARKS

Emil Lehecka Wins Trophy on Total Points at Elmira Competition

Elmira, N. Y., July 10—The Edward S. Evans \$1,500 silver trophy, grand prize of the 9th Annual Soaring Contest here, tonight was awarded to Emil Lehecka, of Long Island City, high point scorer. Other awards and honors follow:

A. Felix DuPont altitude prize of \$1,000 and gold trophy to Richard C. DuPont, who broke his own records to reach 6,700 feet.

Silver trophy to Robert Stanley, Hollywood, who broke the previous altitude record to climb 6,380 feet.

Bronze trophy to Peter Reidel, of Germany, who soared to 6,380 feet.

Gold Bendix trophy and \$500 cash to Peter Reidel for exceeding the American distance record by a 225-mile flight to Washington with a passenger.

Silver trophy to Stanley Corcoran, Hollywood, for 202-mile flight to Cecil, N. J.

Bronze trophy to Chester Decker.

Duration trophy, a watch, to Stanley Corcoran, who remained aloft 7 hours, 25 minutes.

Air Trails trophy to Robert Stanley for breaking the altitude record.

Eastern Air Lines award to Peter Reidel for number of points.

Form Chattanooga Group

Chattanooga, Tenn., July 11—Thirty-one private and commercial flyers make up the charter membership of an organization designed to promote aviation in this vicinity. They are as follows: J. D. Fields, Robert Collins, Tom Shreve, Mike Smotherman, John Gross, Charles Brock, Claude O'Neal, J. I. Robertson, James Hallas, Stanley Frame, Carl Gibson, Joe Wolfe, Ed. Elder, Ray King, P. E. Elder, Robert Ensminger, Vernon Hill, Webb Kimble, Eddie Stork, Franklin German, Herbert Tate, Karl Kurth, E. L. Sexton, E. C. Roach, George Mitchell, Charles Eubanks, A. W. McDonald, James Smith, Fred Lewis, Mert Davis and Thomas Armstrong.

75 Flyers Volunteer Aid

Cheyenne, Wyo., June 29—Sixty men and 15 women students of the Cheyenne Flying Service have offered their services to Major General Oscar Westover, Army Air Corps, "in the event of an emergency at any time." The letter containing the offer was written by J. Kirk Baldwin, president of Cheyenne Flying Service.

To Organize State Group

Montgomery, Ala., July 6—Asa Rountree, Jr., director of airfield development for the Alabama Aviation Commission, has announced that steps will be taken at an early date by the Commission for the organization of an Alabama Aviation Association.

Official Publication Named

The committee on publications of the Florida Aviation Association has designated as official organ the monthly *Florida Public Works*, with offices at Jacksonville.

Aviation Calendar

- July 24-Aug. 2—1st Annual Michigan Light Plane Cruise, from Lansing.
- July 26-27—Western Zone Convention of Canadian Flying Clubs, Saskatoon, Sask., Canada.
- Aug. 20-27—Annual Michigan Air Tour.
- Aug. 27-Sept. 5—American Open Soar in Contest, Soaring Society of America, Frankfort, Mich.
- Sept. 2-3-4—Aero Medical Association Meeting, Dayton, O.
- Sept. 3-5—National Air Races, Cleveland.
- Sept. 11—Annual Air Show, Denver, Col. Municipal Airport.
- Sept. 11—Gordon Bennett Balloon Race, Liege, Belgium.
- Sept. 12-16—International Congress for Applied Mechanics, M. I. T. and Harvard University, Cambridge, Mass.
- Sept. 16-17—Fifth Northwest Aviation Planning Council, Medford, Ore.
- Oct. 14-16—Annual Meeting, National Association of State Aviation Officials, Omaha, Neb.
- Nov. 14-Dec. 4—16th Annual Aeronautical Show, Paris, France.
- Jan. 6—Midyear Meeting, Florida Aviation Association, Miami.
- Jan. 6-8—11th Annual All-American Air Maneuvers, Miami, Fla.

Air Travel Termed "More Expeditious" By Pres. Roosevelt

Pointing out that travel by airlines is "more expeditious," President Roosevelt issued a bulletin on July 5 to all heads of executive departments, establishments and agencies recommending travel by scheduled airliners whenever air fares will show a saving for the government in salaried time and subsistence costs of Federal employees who travel.

The President pointed out that paragraph C of section 204 of the C. A. A. act permits travel by commercial aircraft when authorized by competent authority, without regard to difference in costs over other modes of transportation. In keeping with sound principles of budget control he requested close scrutiny by department heads so that expenditures for uneconomic air travel might be avoided.

During the acceleration of the lending and spending program during the next three months it is expected that more air travel business may originate in Washington than any other city in the U. S. Airline executives state that air travel can save millions of dollars annually in salaried time by enabling important government people to reduce by two-thirds the travel time between their offices and important conferences throughout the 48 states.

May Move Air GHQ

The War Department is considering removing headquarters and the commanding general of the GHQ Air Force from Langley Field, Va., to Scott Field, Ill., it became known July 2. The new site would be less vulnerable in case of national emergency, as well as more convenient to other parts of the country in peace time. Transfer would involve about 20 planes, 125 enlisted men and about 30 commissioned officers. The 2nd Wing of the GHQ Air Force would remain at Langley.

Medical Station Next Month

Installation of equipment in the Bureau of Air Commerce medical station in a downtown Kansas City office building will be completed by Aug. 15, the bureau announces, and actual field studies in connection with aviation medicine will begin. Equipment includes a Link trainer, which eventually will be equipped with an air-tight cabin for simulation of high altitude flights and the use of oxygen; complete ophthalmological equipment and x-ray apparatus.

Mississippi Air Tour

Meridian, Miss., July 8—Al Keyes has announced that the Mississippi Air Tour will start from here Aug. 24, visiting about 15 communities and ending up at Biloxi for swimming, fishing and other recreation.

Bendix System at Chicago

Chicago, July 2—The Municipal Airport here plans to install experimentally an instrument landing radio beam manufactured by the Bendix Radio Corp. Pilots will practice instrument landings on the runway to be used in the experiments, but passengers will not be landed by the beam for several months.

DC-4's for PAA in South America?

Pan American Airways is contemplating the re-equipment of its South American routes with Douglas DC-4 transports, according to reliable information. The company feels that it must buy quantities of new ships at a relatively early date and expects to replace its clipper service with landplane operations. Company officials have been negotiating with the Douglas Company for DC-4's. With air navigation aids along the east coast of South America, the New York to Buenos Aires time could be cut to two days with night flying.

P. O. Rules EAL's Zero Bid Legal But Won't Award Contract; Up to C. A. A.

Department, Saying Authority 'Will Organize This Week,' Leaves Houston-Brownsville Route to New Body

After deciding on July 7 that Eastern Air Lines' bid of \$0.00 cents per airplane mile was legal for the carrying of mail from Houston to San Antonio and from Houston to Brownsville, Tex., the Post Office Department on July 12 announced that it would not award a contract for the routes because "the members of the Civil Aeronautics Authority have been appointed by the President and will organize this week." The establishment of service between the points named will be left for determination by that body, the P. O. states.

Real reason behind the Post Office's decision to refer the matter to the new Authority, however, is the fact that both Braniff and Eastern had obtained the support of various Senators, Congressmen and municipalities, with the result that much pressure was being brought upon the P. O. from both sides. In order to escape from what might have been an embarrassing situation and also to prevent accusation of rendering a "snap judgment," the P. O. decided to let the Authority straighten the matter out.

(It is also learned on the highest authority that the Post Office will deal with the Wichita-Pueblo route in the same manner. On this line, Braniff submitted a bid of .00002356712 cents per airplane mile, while Continental Air Lines quoted 16 1/4 cents. Continental had protested to the P. O. that Braniff's bid had not been made in good faith and that the small fraction made monthly payments impossible.)

At the opening of bids on June 18, Eastern had submitted a bid of "zero (\$0.00) cents per airplane mile," while Braniff Airways submitted a bid of \$0.00001907378¢ per airplane mile.

William I. Denning, counsel for Braniff, immediately lodged a protest with the Post Office Department that the Eastern bid was free service and was not a "fixed rate" as provided in the Air Mail Act of 1934; that the bid was not responsive to the advertisement in that a "fixed rate per airplane mile" was not stated in the bid; and that the Air Mail Act does not authorize the award of a contract for free air mail service but requires that the contract be awarded at a "fixed rate" per airplane mile.

The Solicitor's opinion said the Air Mail Act of 1934 "states the maximum amount which may be paid and accepted in contracts on air mail routes but does not contain any statement as to what the minimum rate therefor shall be. Contracts have recently been awarded in which fractional amounts of a cent per mile have been named as the rate. In fact, in the present case Braniff has bid a small fraction of a cent for the service. However, it is contended by Braniff that a rate of zero cents per airplane mile shall not be considered a legal bid."

"There are instances of record in which such a rate has been accepted and the Comptroller General of the United States and also the Comptroller of the Treasury have stated that such bids are legal."

Referring to a number of decisions and precedents, the opinion says "it is significant that the statutes . . . relate only to 'voluntary service' and in no

case specifically forbid the acceptance of 'free' service. These decisions hold, in effect, that 'free' service may be bid and accepted where the Government is protected by an express agreement that no obligation will arise as the result of such agreement and the rendering of such service which would require the Government to pay therefor. It appears, therefore, that a bid of free service may legally be accepted and that the bid of Eastern Air Lines is not defective on the ground that it might be construed as an offer of 'voluntary service.' Nor could the bid logically be regarded as such an offer nor the bidder be said to be a volunteer."

In conclusion the opinion said: "It should also be stated that in this case the consideration moving to the contractor on the route will be sufficiently valuable to constitute the contract a valid and binding agreement. Air transport companies obtain definite advantages in the matter of securing passengers and express from the fact that they advertise themselves as air mail contractors. Furthermore, under the provisions of the Civil Aeronautics Act, air mail contractors are eligible for certificates of public convenience and necessity on the routes over which they transport air mail. These certificates are in the nature of franchises, the estimated value of which is demonstrated by the keenness of the competition for the air mail contracts advertised.

"Moreover, at the end of the initial contract period the accepted contractor may be allowed by the Civil Aeronautics Authority a rate of compensation commensurate with the value of the service.

"Braniff's further contention that its present contract on Route AM 15 entitles it to perform the service to which the bids relate was considered and disposed of by the opinion of this office of May 10, 1938, to the contrary.

"The bid of Eastern Air Lines, Inc., appears to be in correct form under the applicable provisions of the law and is responsive to the advertisement for service on the route. It may, therefore, be legally accepted in the discretion of the Postmaster General."

The opinion was signed by W. F. Kelly, Acting Solicitor. The Solicitor's opinion is tantamount to final approval by the Postmaster General. Braniff has been operating non-mail schedules on the route for the past few weeks.

Eckener Hints Ickes Is Playing Politics

Dr. Hugo Eckener, Germany's veteran dirigible expert, leveled a blast at Secretary of the Interior Ickes July 8 in an address at the celebration of the 100th birth anniversary of Count Ferdinand von Zeppelin. He hinted Ickes was playing politics.

"One cabinet member now has suddenly given the opinion that the helium promised us last year has military importance and therefore cannot be delivered," he was quoted as saying. "This seems like a joke, for this gentleman is the secretary of the Interior, while military experts of the War and Navy Departments have denied its military importance."

Eckener hinted that President Roosevelt ultimately will rule in favor of Germany, and against his cabinet member.

Among the Newer Designs



This is the "Vertaplane," the invention of George Post Herrick, of New York City. Tests were conducted last summer. A combination of an airplane and a rotary-wing type aircraft, it was designed to fly as an airplane but have the noted slow landing and steep descent characteristics of the rotary-wing type. Mr. Herrick has been working on his ideas for 10 years. The change from an airplane to a rotating-wing plane can be made in the air, as was demonstrated at the tests last year in Philadelphia. Early work on the design was accomplished at the Daniel Guggenheim School of Aeronautics in New York. Ralph H. McLaren, director of the aviation section of the Franklin Institute, Philadelphia, has aided Mr. Herrick in a consulting and active capacity since the start. The above photo was taken while the craft was flying as an airplane.

Federal Travel Heads Hear About the Airlines



D. Walter Swan, district traffic agent in Washington, D. C. for United Air Lines, was host to the passenger traffic heads of the many federal agencies and departments June 29. Purpose was to explain provisions of the C.A.A. authorizing government travel on the airlines. Other airline representatives were invited. Those present were:

FRONT ROW: L to R: Mrs. Wanda M. Cook, Rural Electrification Administration; Miss Ethel Hefelbauer, Department of Labor; Mrs. A. A. Chambers, Department of Labor; Mrs. S. J. Keene, Works Progress Administration; Mrs. A. M. McGowan, Works Progress Administration; Mrs. C. D. Graham, Rural Electrification Administration; Mrs. Kay Cannon, National Bituminous Coal Commission; Miss Mabel Schvay, National Bituminous Coal Commission; Miss A. M. McNutt, Department of Agriculture; Miss Alice Haggard, Aviation Magazine.

SECOND ROW: L to R: Eric Bramley, AMERICAN AVIATION Magazine; J. L. Pestell, United Air Lines; Lyman M. Moore, Prison Industries Reorganization Administration; Miss May E. Meyer, Home Owners' Loan Corporation; Don Smith, Army Air Corps; A. R. Riesing, Department of Interior; C. D. Graham, National Resources Committee; James Wood, Department of Labor; Lowell Lee, Pan American Airways; F. N. Davis, Department of Commerce; D. L. Pearson, Soil Conservation Service.

THIRD ROW: L to R: D. A. Duff, Pennsylvania Central Airlines; W. B. Briggs, Eastern Airlines; Mark Horn, Navy Department; C. S. McCleary, Navy Department; D. Walter Swan, United Air Lines; Karl P. Hughes, United Air Lines; George Mandley, Navy Department; R. L. Johnson, Social Security Board; J. A. Moss, Department of Interior; D. L. Cosbey, Interstate Commerce Commission; M. E. Cole, Pennsylvania-Central Airlines.

BACK ROW: L to R: J. Howard Jones, National Labor Relations Board; Claude B. Caulkins, National Labor Relations Board; A. D. Keene, General Accounting Office; J. G. Taylor, U. S. Maritime Commission; L. N. Conyers, Farm Credit Administration; A. Q. Porter, Eastern Airlines; H. K. Henley, Eastern Airlines; J. W. Clear, Soil Conservation Service; J. O. Urquhart, Pennsylvania-Central Airlines.

"The last word, however, has not been spoken," he said, "as President Roosevelt has assured me. There is no doubt that we shall get helium, because the refusal hits American airship interests which are dependent upon collaboration with us. Peculiar maneuvers are common during election years."

RCA MANUFACTURING CO. announces a newly developed antenna safety release fitting, model AVA-14A, to replace the old AVA-14 fitting.

Yukon Mail Opens Aug. 4

Ottawa, July 4—Regular air mail service between Vancouver and White Horse, Yukon Territory, will be opened Aug. 4, the Post Office Department announced today.

Airport Change

Springfield, Mass., June 20—The Springfield Airport has been taken over by Capt. Harry J. Hermann. He will operate it on a five-year lease.



The Birdmen's Perch

What-Happens-When-A-Bird-Flies-Into-The-Propeller Dept. There seems to be two sides to this question. One faction says it's good-bye to the prop and probably to the motor, too. The other claims it's just tough on the bird. To settle the argument, we'll take a vote. Shoot us a letter or a postcard with your opinion. *Quick...like a flash!* We'll try to print the results next month.

MAJOR AL WILLIAMS, alias "Tattered Wing-Tips," Mgr., Gulf Aviation Products, Gulf Bldg., Pittsburgh, Pa.

WHOPPER CLUB BULLETIN

Our Whopper Club is a mighty exclusive organization. Only 12 new members a year. Each one gets a Diploma especially printed with an illustration of his tall story. See sample.

Can't you just see the new-found admiration and respect in your friends' eyes at the sight of one of these on your wall? Better send in your weirdest yarn about Gulf Aviation Gas right away.



PUZZLERS—ATTENTION

Back last April we said something about inserting a really hard puzzle. Since that time letters have come in by the squadron daring us to do our worst. Now this is not the hardest puzzle we could make up but it is more difficult than the others.

In the triangle below, how many ways may GULFPRIDE OIL be spelled moving always at right angles? (The letters must be in their correct sequence.) A few of the ways are indicated on the triangle, to give you a start.

GULFPRIDE OIL
ULFPRIDE OIL
LFPRIDE OIL
FPRIODE OIL
PRIODE OIL
RIDE OIL
IDEOIL
DEOIL
EOIL
OIL
IL

GULFPRIDE OIL may be spelled . . . ways.
(Mail your solution to T.W.T. to be checked.)



LIKE SAND IN SPINACH

You know how it is with spinach. It takes more than one washing to rid young America's favorite fruit of tooth-grinding grit and sand.

Same way with oil. If you're out to make the world's finest oil for planes, one refining process simply is not enough. That's why, in addition to conventional methods, Gulf uses the exclusive Alchlor process in refining Gulfpride. This extra refining removes as much as 20% more motor-gumming waste and sludge.



THIS MONTH'S WHOPPER

Dear Major:

I ain't sayin' you done it a-purpose but yore no account Gulf Aviation Gas is ruinin' my business.

Yestiddy a flyin' feller sets his airplane down right in front of my dude ranch . . . out of gas. So I sends Pete, the hoss wrangler, to get some from town. While we're waitin', I'm cussin' out the prairie dogs fer diggin' burrows all over creation. And the flyin' feller says he's had a little gas poured down the holes kinda' discourages 'em.

So when Pete came back with a drum of Gulf Aviation Gas and 3 brand-new dudes, I told him to try out the idee.

While he was doin' it, I took the dudes out riding. We're comin' home when I

seen a big bald eagle in the sky. So I tells the dudes that eagle is eight feet across and how he can carry off a sheep and maybe a calf. They was mighty impressed.

We was comin' up to the ranch house when we seen a prairie dog sittin' outside his burrow. I says that's a prairie dog and there's thousands around. Just then the eagle musta' seen him, too, cause he came down with a rush right at the little prairie dog. But instead of divin' fer his hole that blamed critter just squared off and jumped up to meet the eagle!

Wham! Old Baldy let out a screech like a catamount! Fer ten minutes you couldn't see nothin' but eagle feathers and an occasional bit o' hide along with 'em. Purty soon the dust settled and there was that danged prairie dog settin' up on top of a dead eagle twenty times bigger'n he was!

Thet was enough fer my dudes! They took the next train East sayin' that any place "ground hogs" could whup eagles was too tough fer them! The way I feel, Major, is that you oughta' at least warn folks what effects that doggone Gulf Aviation Gas o' yours is liable to have.

Pinto Bill Colihan

Gulf Oil Corporation and Gulf Refining Company . . . makers of



**GULF
AVIATION
PRODUCTS**

C. A. A.

(Continued From Page 1)

announcement was made for a three weeks' vacation.

Selections Believed Good

In view of the surprise, aviation people in Washington at first were inclined to look on the appointments as largely political. On checking however, most observers agreed that the judgment was good and that politics played a very small part in the final decision.

Geographically, they were well allocated. Mr. Hester is a native of Montana, although he has been in government service in Washington for twenty years. Mr. Noble is from Connecticut. Mr. Mason is listed as coming from the District of Columbia. Mr. Ryan is from Indiana, Mr. Hinckley is from Utah, and Mr. Branch from Georgia. Mr. Hardin is from Texas, and Col. Smith is a native of Alabama.

Politically, the line-up is interesting. Mr. Noble is a "liberal Republican." Mr. Branch is a Democrat. Mr. Ryan is listed as a Republican but is a New Deal appointee. Mr. Hinckley is a Democrat. Mr. Mason, having been out of the country for some years, lists himself as an independent. Mr. Hester came to Washington during a Republican administration but prefers to be listed as a "career" man without party affiliation. He has had close relationships, however, with the present administration on legislative matters but is under Civil Service classification. Col. Smith is a Democrat and Mr. Hardin's political affiliations, if any, are unknown.

Plenty of Candidates

It is known that selection of appointees was one of the most difficult tasks of its kind that the White House has faced. Informed circles say that there have never been so many candidates and possibilities for any government agency. List after list was made up and rejected and with each passing day it became less and less certain who would be on the permanent one.

The final slate, however, is generally considered to represent an harmonious combination. Mr. Noble, the chairman, represents private flying, since he has long taken an interest in that phase of aviation. Thus the private flyer ends up with a champion heading the Authority.

Mr. Branch will handle air mail matters, while Mr. Ryan was selected because he is a lawyer who has already worked for a regulatory commission and because he knows procedures, legislative matters, and the like. Mr. Hinckley is an ardent aviation enthusiast, highly regarded by those who know him, and a champion of airports. Mr. Mason will have charge of air transportation and foreign aviation relationships.

Only apparent weakness in the set-up is the lack of a technical man on the Authority, although the feeling has been expressed that technical men can be called upon as needed for consultation, advice and recommendations. It is expected that the CAA will make frequent use of many technicians and will place a number of them on the CAA as consultants.

Edward J. Noble**Chairman**

Edward J. Noble is not only a well known industrialist, but is an avid aviation enthusiast. Private flyers the country over will rejoice that they have one of their own fraternity as chairman of the new Authority. As a business executive, Mr. Noble brings to his work a background of competent business ad-



Brown Brothers
Edward J. Noble, Chairman



Harris & Ewing
Grant Mason

ministration. He is a man of opinions, of decisions, and of action. In the words of a friend, he is a "hard-hitting" business man who is used to having his own way."

His home is on Round Hill Road, Greenwich, Conn. He terms himself a "liberal Republican," and, according to a publicity release issued in Washington at the time of his appointment, he said "in assuming his new post he will devote his every effort to making the Authority, with the help of his associates, one of the strongest and best conducted of the government, as intended by the framers of the Act."

His interest in aviation began with its inception. He uses a cabin plane in traveling and he was one of the first to own an autogiro. He has made considerable investments in aviation and has been a director of one company until his appointment. He has disposed of all of his aviation holdings.

Born at Gouverneur, N. Y., Aug. 8, 1882, he entered Yale University after completing public school education. He graduated from Yale in 1908. At the university he formed and operated a student cooperative, thus enabling him to pay his way through Yale and graduate with a neat cash balance. His first job was that of a salesman with a book company and then he entered advertising work in New York City.

Twenty-five years ago he perceived

Members**of the****CIVIL****AERONAUTICS****AUTHORITY**

Harlee Branch, Vice-Chairman



Underwood & Underwood
Robert Henry Hinckley



Harris & Ewing
Oswald Ryan

the business opportunities of manufacturing what are known as "Life Savers," a small candy product now sold in every country in the world. He began making this product in a small one-room make-shift factory in a loft building. The factory today is located at Port Chester, N. Y.

In addition to being chairman of the board of the Life Savers Corporation, he is president and director of Standard Industries, Inc., Elbon Corporation, Heart Island Operating Company, Inc., Heart Island Transportation Company, Inc.; a director of the Union Bag and Paper Company, (resigned March, 1938) and the Commercial Bank and Trust Company; and proprietor of the Thousand Islands Club. He is a member of the Industrial Advisory Committee of the Federal Reserve Bank of New York.

His wife is the former Ethel Louise Tinkham, of Napanoch, N. Y. They have two children, June, 16, and Sally, 14. He is a member of the Unitarian Church and he is a trustee of St. Lawrence University, Canton, N. Y. He is also a founder of the Edward J. Noble Foundation, a charitable organization. He has a summer home in the Thousand Islands area near Alexandria Bay, N. Y.

At the outbreak of the World War, he accepted a commission in the Army as Major of Ordnance and was assigned to Charleston. In addition to aviation

his hobbies include motor boating, yachting and riding, and he is a member of many clubs. These include Round Hill Club, Field Club, Beach Club and Greenwich Riding Association, New York Yacht Club and Yale Club, Surf Club at Miami Beach and Moca Raton Club at Moca Raton in Florida, and Beta Theta Pi fraternity.

Harlee Branch**Vice-Chairman**

William Harlee Branch, 59, has been a newspaper man by profession. Born in Polkton, N. C., Dec. 24, 1879, he was educated in the public and private schools and at Oak Ridge Institute, Oak Ridge, N. C. Entering newspaper work, he held almost every position from typesetter, composing room foreman, linotype operator, proofreader, and then as reporter, city editor and Washington correspondent and political writer.

He worked on the *Charlotte Observer*, the *Charleston, S. C. Evening Post*, the *Augusta, Ga., Herald*, and the *Augusta Chronicle*. From the latter newspaper he went in 1903 to the Atlanta Journal and served this paper until 1933 with the exception of eighteen months while acting as executive secretary to the mayor of Atlanta. Since 1924 he has been in Washington.

On March 4, 1933, he was appointed

executive assistant to Postmaster General Farley, and on January 17, 1934, became Second Assistant Postmaster General. One of his important functions in this post was the supervision of the air mail service and during the ensuing four years he has gained a thorough knowledge of air transportation and air mail problems. He has traveled on all of the domestic and most of the foreign airlines op-rated by American companies.

Mr. Branch is well regarded in air transport circles. As a newspaperman he belonged to the House and Senate press galleries and to the White House Correspondents Association. He is also a trustee of the Carnegie Library in Atlanta. As a member of the government's interdepartmental committee on aviation he was one of those who made the C. A. A. possible.

Grant Mason

George Grant Mason, Jr., 34, has been identified with commercial aviation since the inception of regularly scheduled airlines twelve years ago. Although very young, he is regarded as one of the best informed air transport men in the country. Independently wealthy and socially prominent, he is an untiring worker, a vigorous thinker, genial, and possessed of a background in international diplomacy. Partly because he has spent much of the past twelve years outside the country and partly because of his desire to keep himself out of the lime-light, he has been unknown to most of the industry.

But his knowledge of the industry's problems should not be under-estimated because of this virtual anonymity. He was attracted to the industry during his undergraduate years at Yale University. He conducted a survey of air transport development abroad following graduation, and at that time the then well-advanced European airlines were already planning inter-continental extension of their services. In this country the first commercial companies were just being organized to take over the operation from the government of the original air mail routes. Seeing the possibilities for international extensions in America, he returned to the U. S. with a view to extending the aviation industry.

A Founder of PAA

He began his aviation career by taking flying lessons at the old Curtiss Field on Long Island and then entered the Guggenheim School of Aviation at New York University for a post graduate course in aeronautical engineering. But aviation was developing fast. He left the school before graduation to assist in the organization, financing and purchasing of operating equipment for the first Pan American Airways, Inc., of which he was secretary. For this company he negotiated in 1927 the first international air transport contract with the Cuban government which paved the way for the first U. S. commercial air service in the Pan American field.

During the latter part of that year the original Pan American Airways, Inc., was combined with two other companies and the united interests were merged to form the basis of the present Pan American Airways System, of which Juan T. Trippe is president. It is interesting to note that Mr. Mason's connection with the company ante-dates that of Mr. Trippe by four months.

Following the establishment of the first air service to Cuba, Mr. Mason, late in 1927, resigned as secretary of the corporation to continue field work looking toward the extension of the American international air service through the Caribbean area and to South America. For the next six years he served an apprenticeship in practically every department of the international

Mr. Noble: Please Note

The day after the C. A. A. appointments were announced, whenever two employees of the Bureau of Air Commerce met in the hallways, one invariably asked the other, "Where's your package of Life Savers?" There was such a heavy run on Life Savers at the Dept. of Commerce candy stand that reserve stocks had to be ordered.

Even the secretaries gave up chewing gum for the candy mints.

air service, beginning as a field clerk at the airport in Havana and working up to the post of assistant operations manager of the Caribbean division.

Dealt With Many Gov'ts.

Since 1931 he has been the executive representative of PAA in the Caribbean, with power of attorney for the company to effect contractual negotiations and general relationships with the governments of twenty countries and colonies. These governments have included those of Great Britain, Spain, France, Germany and the Netherlands. For the past five years he has been the president and general manager of the national air transport system of Cuba—Compania Nacional Cubana de Aviacion, which serves the entire island.

Maintaining his residence in Havana, he has made frequent trips to Europe and to the United States.

He was born in Mason City, Iowa, Jan. 2, 1904. Shortly after his birth his parents moved to South Dakota, thence to New York City, where he entered grade school at the Browning School. His preparatory schooling was at St. Paul's, in Concord, N. H., where he distinguished himself in athletics and was president of the Student Council in his senior year. Entering Yale University in 1922 he served on the Freshman Crew and was a ranking member of the Varsity swimming team.

His marriage in Washington on June 11, 1927, to Miss Jane Kendall, of that city, was a major social event in the national capital. His wife was described by Mrs. Calvin Coolidge as "the prettiest girl who ever came into the White House." The couple have two sons, Anthony, 8, and Philip, 5.

Robert H. Hinckley

Robert Henry Hinckley, 47 years old, has been a missionary, a legislator, and a business man. Since the start of the depression he has been connected with some phase of relief work and at the time of his appointment to the C. A. A. he was Assistant Works Progress Administrator for the Far West. In this post he has been a valued right-hand man of his superior, Harry L. Hopkins.

Born in Fillmore, Utah, June 8, 1891, Hinckley was educated in the public schools of that city and Ogden. At the age of 19 he was sent to Germany as a missionary of the Church of Jesus Christ of the Latter Day Saints. He was in Germany three years, returning to enter Brigham Young University at Ogden. He graduated with a B. A. degree in 1916 and for two subsequent years taught the social sciences in Ogden high schools.

In 1918 he was elected to the Utah House of Representatives, the youngest member of that body. He then entered the automobile distribution field in Ogden with the idea of acquiring funds with which to defray his tuition in law school. He later changed his mind about studying law and organized Robert H. Hinckley, Inc., a distributing firm of which he was president for 22 years. He served one term as mayor of Mt. Pleasant, Utah, in 1924.

In 1916 he married Miss Abrelia

Seely, of Mt. Pleasant. They have four children, Robert, Jr., 20; Betty, 16; John, 13; and Paul 11. Mr. Hinckley has been a member of the Utah University Board of Regents for the past 8 years.

His connection with relief took form in 1930-31 as a member of the Utah Community Service Committee, a private organization. In 1933 he took charge of Utah enrollment in the Civilian Conservation Corps, and later established a Utah relief commission upon a business basis. When the CWA was set up, he served as state director, and in the spring of 1934 he was appointed Assistant Administrator of WPA for the western states of Washington, Oregon, California, Nevada, Idaho, Montana, Wyoming, Utah, Colorado, New Mexico and Arizona, with headquarters in Ogden, Utah.

While this background would appear to the reader to be anything but qualification for his new post, Mr. Hinckley has become interested intensely in aviation. Those in aviation who know him regard him very highly and know him to be not only sympathetic to aviation but a great aid as far as airports are concerned. It is said that Mr. Hinckley refuses to travel unless he can do so by airplane; that he won't make even an 80-mile journey by any other means, if air service is available. Although aviation does not appear in any form on his record, it does have, apparently, the top-most place in his interests.

Oswald Ryan

Oswald Ryan, 50, is an Indiana lawyer, writer and public official, whose position as general counsel to the Federal Power Commission since 1932 has provided him with a legal background for regulatory commission work which should make him a valuable addition to the C. A. A.

Born in Anderson, Indiana, April 11, 1888, he attended Butler College at Indianapolis and Harvard University and Harvard Law School. He was instructor in Latin at Butler and assistant in history and government at Harvard and Radcliffe College. He began the practice of law at Anderson in 1913 and entered public life as State's Attorney for his county.

During the World War he served in the Army and was a member of the national executive committee of the American Legion in 1921. In 1926 he was a Republican candidate for the U. S. Senate. He was appointed a member of the Special United States Immigration Commission in 1923 and, with Secretary of Labor Davis, studied the immigration problem in Europe. He is the author of a number of books, including "The Challenge of the Prophets" and "Municipal Freedom." He is well known as a public speaker.

As district attorney in Indiana, he called the first conference for the enforcement of state air laws in the U. S. ten years ago. With the C. A. A. he will handle legal and legislative matters.

Clinton M. Hester

Administrator

Clinton M. Hester, 43, is in his twentieth year of government service in Washington. The Civil Aeronautics Authority will be the seventh federal agency with which he has been connected.

Born in Des Moines, Iowa, April 16, 1895, his family moved to Missoula, Montana, which he considers his home. He began his government service with the Emergency Fleet Corp. in 1919, later serving in the Interior Department, Shipping Board, alien property custodian's office and Justice Department, where he was a chief attorney for a number of years. In 1934 he was ap-



United Air Lines believes that the recently enacted Civil Aeronautics Act of 1938 will contribute substantially to the stability and basic soundness of the air transport industry as well as to the welfare of the traveling public.

United expresses its appreciation to the friends of the airlines who have constructively contributed their efforts to bring about this sound legislation.

UNITED AIR LINES

C. A. A.

(Continued From Page 7)

pointed to his present post as assistant general counsel in the Treasury Department, specializing in Treasury legislation before congressional committees.

He received his LL.B. degree from Georgetown University in 1922 and his A.B. degree from George Washington University in 1920. He served overseas with the Army during the War. He is married and has a daughter.

During the present Administration, Mr. Hester has been called upon to draft important pieces of legislation, one of the most important being the Reorganization Bill which failed of passage during the past session. When the inter-departmental committee on aviation came into existence, he was called upon to aid in drafting legislation which resulted in the Civil Aeronautics Act.

Tom Hardin**Safety Board**

Thomas O. Hardin is a veteran pilot and one of the best liked and most highly regarded members of the Air Line Pilots Association. This organization supported him for his newly-appointed post. A native of Texas, he started his flying career in 1927 with the former Texas Air Transport Company. Later he flew with Southern Air Transport until absorption by the present American Airlines system. He has been a first-line pilot for American for some years.

Sumpter Smith**Safety Board**

Walter Sumpter Smith, 42, has had an active military record and holds a transport pilot's rating. Since 1935 he



Thomas O. Hardin

Underwood & Underwood
Lt. Col. W. Sumpter Smith

has been principal aeronautical engineer of the Works Progress Administration and in this capacity has played an important role in the construction of airports with Federal aid. Because of his travels over the country he is widely known to aviation people.

Born in Belle Ellen, Bibb County, Alabama, Feb. 12, 1896, he was educated in the public schools of Birmingham and at Lehigh University, where he studied electrical engineering. For two years after leaving college he engaged in

electrical engineering work and in April, 1918, enlisted in the U. S. Signal Corps, aviation section, and was assigned to duty at Park Field, Millington, Tenn., with the rank of 2nd Lieutenant. He was honorably discharged in January of the following year and resumed his practice as an electrical engineer.

In September of 1921 he was appointed Lieutenant Colonel in the Air Corps, Alabama National Guard. He has engaged in many branches of the engineering profession and is a regis-

tered engineer in Alabama. He is married and has two children, a boy and a girl. He is prominent in the American Legion and is a member of various aviation and welfare organizations.

I. C. C. Finds Hanford Profit Reasonable

Division 3 of the Interstate Commerce Commission recently upheld Examiner A. D. Hechmer's proposed report which showed that no unreasonable profit had accrued to Hanford Airlines, Inc., on route 16 between June 1, 1934, and June 30, 1934, on routes 16 and 26 between July 1, 1934, and June 30, 1936, and on route 26 from July 1, 1936, to June 30, 1937. Complete details were carried in AMERICAN AVIATION, Apr. 15.

AM26 links Minneapolis-Omaha-Tulsa-Bismarck-Huron. AM16 is between Chicago and Pembina, N. D., and is now operated by Northwest Airlines. The report also covered operations of Hanford's Tri-State Airlines, predecessor company.

Hanford Airlines recorded operating revenues of \$308,311 and expenses of \$411,097 for its operations from July 1, 1936, to June 30, 1937, resulting in a recorded net deficit of \$106,660 after adjustments. From the time it took over the route until the end of the audit period, the company's operating revenues were \$224,969.58 against expenses of \$290,262.83. Mail revenues totaled \$163,257.92 and passenger revenues \$58,316.62.

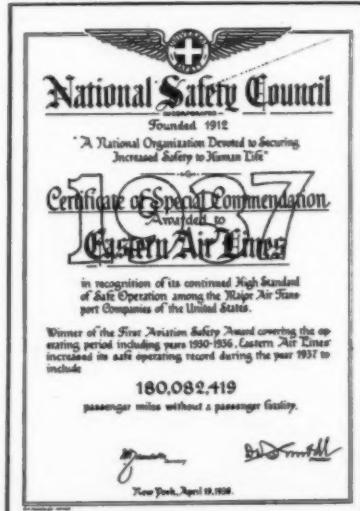
In its conclusions the Commission stated, "Operations on routes 16 and 26 for the periods under review have resulted in large deficits . . . The deficits would be greater if the net proceeds from miscellaneous operations were eliminated."

IN 1937! AND AGAIN IN 1938!**Eastern Air Lines, Inc. Is Honored
for a
Distinguished Safety Record**

Reflecting the philosophy of safe operation devised by Capt. E. V. Rickenbacker, president and general manager of Eastern Air Lines, The Great Silver Fleet's safety technique is the result of years of intensive study.

**HIGHLY TRAINED PERSONNEL
MODERN EQUIPMENT
EXPERT MAINTENANCE**

And an Esprit d' Corps Among The Eastern Air Lines Family Which We Hold Above Money Values, Insures Our Patrons of

**SERVICE AND SAFETY
BEYOND COMPARE****The Great Silver Fleet**

Air Lines Inc.
NATIONAL SAFETY COUNCIL

THE WAY OF--

EASTERN
MEMBER OF THE

P. O. Plans 2 'Giro Services and 500 Miles of Experimental Routes

Pick-Up Device to Be Tried in Pennsylvania on Large Scale With Office-to-Airport Mail Hops at Phila. and Chicago

Approximately 500 miles of experimental air mail service may be established in Pennsylvania with the major portion of the \$100,000 authorized for this purpose in the second deficiency bill, according to Charles P. Graddick, superintendent of air mail service. Graddick also stated that out of this money, the Post Office may inaugurate post office-to-airport autogiro flights in Chicago and Philadelphia.

A few cities in West Virginia and Maryland may be served by the new line but the majority of the mileage will be in Pennsylvania, according to the route under consideration at present. This route may originate at Baltimore, Md., and go via Red Lion, Lancaster, York, Harrisburg, Gettysburg, Waynesboro, Chambersburg, all Pennsylvania cities, and Morgantown, W. Va. From there the route again goes into Pennsylvania touching Uniontown, Connellsburg, Mt. Pleasant, Latrobe, Greensburg, Jeannette, Irwin, McKeesport and Pittsburgh, with a possibility that it may be continued to Huntington, W. Va.

Because of the lack of adequate airports, the pick-up and delivery system

will probably be used on this route, although the Post Office does not favor it where passenger service can be supplied. The P. O. is understood to be unwilling to pay more than 20¢ a mile on such a route, and on this basis the yearly cost would be approximately \$70,000. Experimental service is still under the jurisdiction of the P. O. despite the Civil Aeronautics Act, so that it will be necessary to issue advertisements. Dr. L. S. Adams, president of Tri-State Aviation Corp. and inventor of the pick-up and delivery system, is expected to be the only bidder. If the Post Office decides definitely upon this route, there is a possibility that bids may be advertised within three weeks.

Chicago and Philadelphia are the only two cities with post office roofs suitable for autogiro landings, Graddick stated. Johnny Miller, test pilot for the Kellett Autogiro Corp., has indicated that he would rather land on a post office roof than in a park or other open area, because of the air currents. Although no definite figure has been set, it is learned that the Post Office may use \$30,000 of the \$100,000 for autogiro service.

New Association Opens Campaign to Bring Wright Plane Back to U. S.

Albany, N. Y., July 7—A non profit organization, Association of Men with Wings, was incorporated here today to seek the return of the Wright Brothers' historic plane to this country from its present location in the London Kensington Science Museum. Col. Charles W. Kerwood, president, who was a member of the Lafayette Escadrille during the World War, and now is a member of the U. S. Senate Aircraft Investigating Committee, is aided by Lieut. Comdr. Frank M. Hawks, vice president; Charles S. (Casey) Jones, vice president; Clayton Knight, treasurer, and Hampton W. Howard, executive secretary.

Col. Kerwood said a national campaign will be launched to "bring to the attention of every man, woman and child in the country the fact that the first successful heavier-than-air craft was built in the United States but is now sheltered in a foreign museum."

He revealed that under the conditions of the transfer of the plane to England, it will remain in that country unless it is brought back during the lifetime of Orville Wright, who, with his brother, the late Wilbur Wright, first flew the craft at Kitty Hawk Dec. 17, 1903.

"It is regrettable that a scientific misunderstanding forced the transfer of the Wright plane to England," Col. Kerwood declared, referring to the issue which developed between Orville

Wright and the Smithsonian Institution as to whether the Wright craft or the plane of Samuel P. Langley was "the first machine capable of flight carrying a man." Col. Kerwood added that "The contradiction of Mr. Wright that the Langley plane was not the first successful heavier-than-air craft has been generally accepted, and the Smithsonian Institution has admitted its mistake.

The Wright plane was sent to England in 1928, three years after the beginning of the Smithsonian issue. While the Langley craft was finished in the year of the first Wright flight, the Wrights pointed out that it was not flown until years after their historic work at Kitty Hawk.

Alaska Mail Totals Exceed Estimates

Fairbanks, Alaska, June 12—Figures released here indicate that poundage on the Fairbanks-Juneau air mail route, opened by Pacific Alaska Airways May 3, has exceeded optimistic estimates, with a weekly average of about 100 pounds leaving Juneau for this city.

Eight trips have been made from Juneau to Fairbanks, carrying a total of 938 pounds of mail. On seven southbound trips, starting from Fairbanks May 8 (five days after the first hop from Juneau), 953 pounds of mail has been flown.

Records of the southbound air mail at the Fairbanks PAA headquarters show the following figures, trip by trip: May 8: 391-lbs.; May 16: 128-lbs.; May 21: 94-lbs.; May 29: 124-lbs.; June 3: 59-lbs.; June 5: 82-lbs.; June 9: 75-lbs.

Figures on air mail arriving here from Juneau follow: May 3: 317-lbs.; May 4: 5-lbs.; May 13: 83-lbs.; May 17: 95-lbs.; May 26: 194-lbs.; May 31: 120-lbs.; June 4: 40-lbs.; June 7: 84-lbs. Alaskans are looking forward eagerly to Pan American's extension of air mail service from Seattle to Juneau.

Boeing to Alaska

Juneau, Alaska, June 29—Alaskan officials have been informed that Pan American Airways will use 30-passenger Boeing 307 transports on its new Seattle-Juneau route. Apparently the company has decided not to start initial service with a Sikorsky clipper. Joe Crosson, PAA general manager in Alaska, has returned to Juneau to continue plans for the new route.

Douglas Aide Dies



H. H. WETZEL, V. P. OF DOUGLAS, DIES

West Coast Aviation Leader Was President of California Air Industries Association

Santa Monica, Calif., July 5—Harry H. Wetzel, 49, for 16 years vice president and general manager of Douglas Aircraft Corp., died to-day of complications following an emergency abdominal operation. Mrs. Wetzel and their son, Harry, Jr., Cornell University student, survive. Wetzel had a large part in the engineering work on the DC-4 and also planned the plant in which will be manufactured 78 Army bombing planes at a cost of \$5,703,287.

Born in Tamaqua, Pa., Sept. 18, 1888, the son of Louis L. and Elizabeth Reed Wetzel, he attended Albright Preparatory School and graduated from Pennsylvania State College in 1914 with a B. S. degree. Until 1916 he was general manager of the Ferro Machinery and Foundry Company in Cleveland, after which he became assistant to the chief of aircraft production, United States Signal Corps, and was assigned to inspection duty at the Curtiss Aeroplane Company. During the War he was airplane production engineer for the Army in Boston, Washington and in the west. He met Donald Douglas, president of Douglas Aircraft, in Boston in 1917.

In 1922, after serving as general manager of the Liberty Iron Works, Sacramento, and of the Malleable Iron Company, Chicago, Wetzel joined Douglas in Santa Monica. He was a director of the Douglas, Garret Supply, and Herbert's Engineering companies and the Los Angeles Chamber of Commerce; president of the California Air Industries Association and a member of the Institute of the Aeronautical Sciences.

Sidney Brown Dies; Air Leader of Tampa

Tampa, Fla., July 5—Sidney C. Brown, N. A. A. Governor for Florida and long active in aviation affairs in Tampa and Florida, was found shot to death in his garage last night. County officers pronounced it an accident.

Mr. Brown had borrowed a 22 calibre rifle to hunt rabbits over the holidays. The gun apparently discharged as he took it from a shelf in the garage preparatory to returning it to its owners. The rifle discharged as the butt struck the floor of the garage, hurling the shot

upward through his stomach and into his heart.

On April 11 Mr. Brown was presented an N. A. A. annual award of merit for being the Tampa citizen who contributed most to aviation during the previous year. A Republican, he was a former collector of customs for Tampa. Honorary pallbearers included Tampa civic leaders and aviation men including Grove Webster, of the Private Fliers Association; Charles F. Horner, president of the N. A. A.; Major A. B. McMullen, Bureau of Air Commerce; Lt. Col. W. Sumpter Smith, airport director of the WPA; H. C. Whiney, aviation director of Florida; Steadham Acker of Birmingham; Ike Vermilyea, of West Palm Beach; Jerome Waterman, of Tampa, and R. E. Burritt, National Airlines, Tampa.

LIEUT. COMDR. FRANCIS H. GILMER, one of United States Navy's leading technicians of the lighter-than-air service, died on June 28 in Ichang, China. He had been assigned to sea duty last year and was in command of the river gunboat Tutuila. Death was said to be accidental.

Born in New Orleans, the son of Mr. and Mrs. Warren Gilmer, he entered the United States Naval Academy in 1915 and completed his course in three years. Later he entered the Naval air service and was stationed at Lakehurst, N. J. as a training officer. He was official Naval observer on several flights of the airship Hindenburg. Lieut Comdr. Gilmer is survived by his widow and two children by a former marriage.

HELLMUTH HIRTH, 52, German airplane motor designer and aviator, died on July 1. Hirth had worked with Thomas Edison and later with Count Ferdinand von Zeppelin, German airship inventor.

HOT NEWS!

TWA
Shortest COOLEST Coast-to-Coast
NEW YORK - LOS ANGELES

Even the weather is in your favor when you fly TWA! Government figures show that average summer temperatures are cooler over the TWA route between New York and Los Angeles than any other transcontinental route. TWA Skyliner temperatures are always fitted to your comfort by air-conditioners at principal ground stops and aloft by pure, cool air from the skies.

New, finer, extra-convenient TWA schedules in effect July 1st. Example: Night Hawk Skysleeper leaves Chicago 11:55 P. M. (CST); arrives New York (Newark) 6:04 A. M. (EST). See new TWA timetable for details.

TRANSCONTINENTAL & WESTERN AIR, INC.

"The Lindbergh Line"

Revised Civil Air Regulations Are Issued by Bureau of Air Commerce

New Rules Contain All Amendments; Aircraft to Carry Ultra-High Frequency Radio Marker Receivers After Jan. 1, 1939

The Civil Air Regulations, conforming with recently adopted federal codification statutes and containing all amendments drawn up since Nov. 1, 1937, are being distributed by the Bureau of Air Commerce. Regulations of all federal agencies are required to be published in a unified code, according to the new statutes. Outside of a few major changes, a number of minor revisions aiming at clarification have been made, the BAC states.

One of the more important changes requires that after Jan. 1, 1939, aircraft engaged in interstate airline operations shall be equipped with an ultra-high frequency radio marker receiver providing for visual and aural reception of signals transmitted by ultra-high frequency cone-of-silence and fan type radio markers, now being installed on the airways. This receiver, however, will not be required on airline aircraft operating over airways not equipped with these markers.

Other changes are as follows:

Student pilots are required to limit solo flight operations to the area within a 25-mile radius from the point of the take-off.

A new aircraft identification mark, a cross, to precede the registration marks, has been established for aircraft owned by aliens and not registered in some other country. Aircraft holding this type of registration are not to be flown in interstate or foreign air commerce.

If an uncertified (identified) aircraft is sold, such aircraft shall not be flown in the interval of time between the date of transfer of title and the issuance of a new identification mark.

Applicants for the limited commercial, commercial and airline pilot ratings may qualify physically provided their visual acuity is at least 20/50 and lenses correcting to 20/20 are worn while piloting aircraft.

Provisions have been made for the granting of private pilot ratings to active pilots of the Army, Navy and Marine Corps.

Applicants for the commercial glider pilot rating are now required to have at least one hour of instruction on the recovery from spins and stalls in a Class 1 airplane, i. e., an aircraft of not more than 1,500 lbs. gross weight.

The eastern terminal of green civil airway 2 has been extended from Newark, N. J., to Floyd Bennett Field, N. Y., and a new red airway has been designated from Ft. Worth, Tex., to Charleston, S. C. The Ardmore, Okla., to Dallas, Tex., and the Britton, Okla., to Wichita, Kans., airways, formerly red, have been designated as blue airways.

Other changes, the Bureau states, are concerned with the technical aspects of the certification procedure of aircraft and airline operations. All chapters of the CAR have been printed and bound in one volume, but it is planned to print individual chapters at a later date.

Opposite Turning Props in Tandem Praised by Army

Tests recently conducted by the War Department at Wright Field, Dayton, O., on an Army single-seater equipped with oppositely rotating propellers demonstrated that "when the horsepower of existing types of engines in planes is increased even to double their present output, there will be no necessity for lengthening landing gears or increasing propeller diameters" if this system is used.

These experiments, the initial tests conducted on a modern type, high speed plane in this country, were described as particularly significant in view of the requirements of the immediate future of high speed fighters and interceptor military types," the War Department announced in Washington, "and are in line with the present trend in ever-increasing horsepower output for aeronautical engines."

Although employment of two propellers installed in tandem and rotating in opposite directions was subject of an experiment as far back as 1917, it was not until recent years that the high speeds, which reveal the major advantages of the system, have been attained.

"The world's absolute speed record of 440-mph., made in 1934 by the Italian Macchi-Castoldi 72, twin-float racing seaplane, with engines totaling

Four Frenchmen Can't Be Wrong



A French delegation visits American aircraft factories. Left to right are Henry Potez, administrator of the Societe Nationale de Constructions Aeronautiques du Nord; B. Rouze; E. S. Aberossant, and Michel Detroyat, the French speed pilot, shown at Chicago Municipal Airport as they were about to board a TWA Skysleeper for the west coast. Detroyat won the Thompson Trophy race at Los Angeles in 1936, averaging 264.13 miles per hour. A few months ago the French placed an order for 100 Curtiss-Wright pursuits and are sending a series of delegations to this country to inspect our production methods.

Army's First Ship With Tandem Props



First official photograph of the Curtiss single-seater fighter which is equipped with two oppositely rotating propellers installed in tandem. (Official Photograph, U. S. Army Air Corps.)

3,000-hp., was established with oppositely rotating propellers," the War Department said. "Army aeronautical engineers recently renewed interest in this system in an effort to increase the performance of small, single-seater fighter planes, and in order to realize certain design advantages these propellers make possible. The recent tests indicated that the main benefits to be gained are reduction in propeller diameter for equal power and the elimination of engine torque, all without loss of propeller efficiency at high speed."

Damage Figure Settled

Cheyenne, Wyo., July 6—City officials have agreed to pay damage claims up to \$2,500 incurred by the county through the closing of roads to allow for airport extension. A total of \$33,250 had been asked. The city accepted the report of a board of appraisers appointed by the county commissioners to investigate damage claims of four residents who protested closing of the thoroughfares. If the amount is changed from the \$2,500 figure by court action, the city is not liable.

Lycoming Delivers Engines by Its Own Air Express



Last month the first aircraft engines in quantity production were delivered by airplane to the manufacturers of the Piper Cub, the Taylorcraft and the Aeronca in one day. First photo at left shows one of the three 50-hp. engines being loaded in a Stinson. Center photo was taken at Lock Haven, Pa., the first stop, with Ted Weld and W. T. Piper of Piper Aircraft Corp., inspecting the new engine and showing, at right, George J. Brew and R. E. Palmer, of the Lycoming Division, Aviation Mfg. Corp., who flew the shipment. (Mr. Brew has since left Lycoming to go with the Bell Aircraft Corp.)



Next stop was Alliance, Ohio, where the second engine was delivered to Raymond Carlson and Stanley I. Vaughan of the Taylor-Young Company. Third stop was Lunken Airport, Cincinnati at the Aeronautical Corp. plant. Third photo shows Carl I. Friedlander, general manager of Aeronca Corp., and R. E. Palmer of Lycoming. The "air express" left Williamsport, Pa., at 11:30 a. m. and arrived in Cincinnati at 4 p. m. The new 50-hp. engine for lightplanes is a four-cylinder power plant weighing 150 pounds.



SIG JANAS AQUIRES CANADIAN-COLONIAL

Line to Be Operated Independently of American Airlines Except for Equipment Lease

Sig Janas, assistant to the President of American Airlines, has purchased Canadian-Colonial Airways, Inc., and its Canadian subsidiary, Canadian-Colonial Airways, Ltd., and plans to operate it as an independent connecting line. Mr. Janas has been elected president of the company.

Two new directors have been elected, H. O. Hale, who also is secretary, and Alexander Dick, of New York City. General offices are at 25 Vanderbilt Avenue, New York City. Mr. Janas' predecessor as president was R. W. Fernald. It is understood that out of 130,000 shares of stock outstanding, Mr. Janas has obtained control of about 80,000. There are 16,000 stockholders in the company.

The New York-Montreal line is 10 years old and has been operating one round-trip schedule per day. Mr. Janas has added a second schedule, one trip being non-stop. The one-way fare has been reduced from \$23.40 to \$18.25. For some time American Airlines has operated the route under lease, but Janas plans special insignia and will run the line independently. Equipment will still be leased from American, however.

TRAFFIC

2 Stops Eliminated

Condor Air Lines, of Alameda, Cal., is not making stops at Palo Alto or San Jose, as previously reported, according to R. P. Levering, of that company. Condor has made plans to continue operations during the winter months, although operations were suspended during the past winter.

New York-Seattle Speed-Up

TWA on July 1 opened a new sky-sleeper service between New York and Chicago, and, in conjunction with Northwest Airlines, started the fastest service ever offered between the Atlantic coast and the Pacific Northwest. The skysleeper flight leaves Newark at 7:50 p.m. (EST) arriving at Chicago at 12:59 p.m. (CST), and departure from Chicago is at 11:55 p.m., with arrival in New York at 6:04 a.m. The eastbound ship is open to passengers in advance of departure for those who wish to retire before takeoff.

On the new day Seattle flight, departure from Newark is at 8 a.m., for connection with Northwest's flight 1 at Chicago. Passengers arrive in the Twin Cities at 3:50 p.m. (CST) in Spokane at 10:40 p.m. (PST) and in Seattle at 12:25 a.m. (PST). Eastbound passengers leave Seattle at 9:30 a.m., connecting with TWA's sleeper leaving Chicago at 11:55 p.m., arriving in New York at 6:04 a.m., just over 17 hours after leaving the west coast.

Service to Gold Mines

Los Angeles, Cal., July 3—Roy Gordon, local flyer, has announced probable establishment of plane service between here and Tonopah, Nev., using a five-place Stinson. Tonopah is 30 miles south of Cimarron, Nev., center of a newly developed gold mining area.

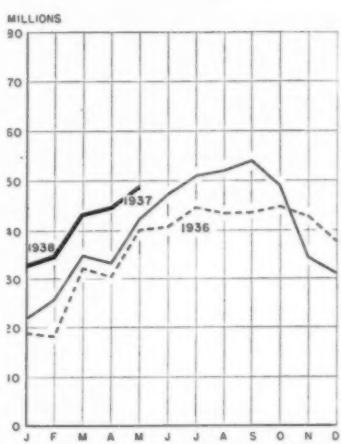
New High for AA

American Airlines announced July 2 that it had bookings for more than 800 departures from New York July 1 and 2, and nearly that total booked into New York.

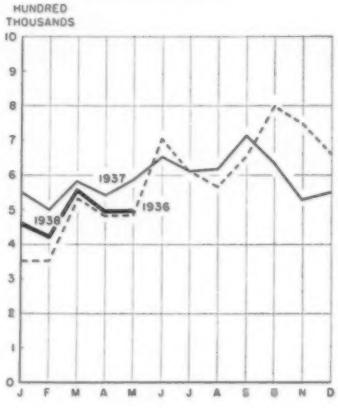
Comparative May Statistics for U. S. Air Transport (Released by the Bureau of Air Commerce)

	May, 1938	May, 1937	Apr. 1938	Mar. 1938
PASSENGERS CARRIED	119,293	98,035	104,661	94,112
Pass. Miles Flown	48,812,927	42,019,428	44,412,815	43,548,986
Available Pass. Seat Miles Flown . . .	85,584,306	70,905,514	74,856,484	71,992,645
Pass. Load Factor	57.03%	59.26%	59.33%	60.49%
EXPRESS CARRIED (lbs.)	499,980	591,011	497,225	558,113
EXP. Lb.-Miles Flown	311,348,692	342,175,590	299,887,923	346,309,637
MILES FLOWN	6,278,025	5,821,544	5,621,818	5,549,469
Companies Operating	19	20	17	17
Companies Reporting	19	20	17	17

PASSENGER MILES FLOWN



POUNDS OF EXPRESS CARRIED



May Express: 499,980 lbs.
May Pass. Miles: 48,812,927

Soo Service Starts July 20

Penn Central will start daily air mail and express service between Detroit and Sault Ste. Marie July 20, and will open passenger service about July 28. Planes will leave Detroit at 7:30 a.m. (EST), arriving Flint at 7:55; Saginaw-Bay City at 8:15; Traverse City at 9:14, and Sault Ste. Marie at 10:27. Departure from the Soo will be at 3:35 p.m., with arrival at Traverse City at 4:33; at Saginaw at 5:44 p.m.; Flint at 6:04 p.m., and Detroit at 6:32 p.m.

May B-M Traffic Peak

Revenue passenger miles flown in May by Boston-Maine Airways totaled 209,775, an increase of 104.9% over May of last year, when the figure was 102,347. This is an all-time high for any month during the first half of any year. The April figure was 158,595. For the first five months of the year, 678,210 revenue passenger miles were flown as compared with 431,758 for the same period of last year, or a 57% increase. Air mail poundage increased about 400% in May over April, due primarily to intensive campaigns conducted in New England during National Air Mail Week, Paul F. Collins, president, said.

Miller to TWA at Ft. Wayne

Fort Wayne, Ind., July 1—Earl J. Miller has announced his resignation as secretary of the Fort Wayne Board of Aviation Commissioners, effective today, to become passenger agent and traffic representative here for TWA. He has served as secretary of the board since Jan. 10, 1930. Charles H. Sessions is local TWA station manager.

Monterey Stop Announced

Effective July 15, United Air Lines will stop at Monterey, Calif., on AM11, which runs between Seattle, Wash., and San Diego, Calif.

New Uniforms for IAL Boys

Inland Air Lines pilots have stepped out in new uniforms of light blue-gray serge. Coats are double breasted, trimmed in black braid.

7 Lines Announce Half Fare Rates

Six airlines on July 1 followed the lead of Chicago & Southern announcing that thereafter children would be transported for half fare. Under the plan, the companies hope to gain the patronage of parents who wish to have their children accompany them on vacation trips.

Chicago & Southern's spread advertisement in the July issue of *The Official Aviation Guide* announced that children between the ages of 2 and 15 will be carried for half fare and that during July wives will be transported free if accompanied by their husbands. Children under 2 years of age when held in arms of parents are carried free.

United Air Lines, American Airlines, TWA, Western Air Express, Eastern Air Lines and Delta Air Lines stated that the half fare rate applies to children between 2 and 12, with the further stipulation that children under 6 must be accompanied by an adult. C. & S. is expected to drop the age limit to 12 shortly. On sleeper flights, TWA and American announced that half-fare passengers will not be charged if occupying a berth with their parents; otherwise full berth charge is made. American will not carry an adult and child in an upper berth, principally because of the weight distribution.

Most lines said the decision was the result of surveys which showed that a substantial number of passengers wished to take children with them on vacation trips.

San Diego Instructor Appointed
San Diego, Cal., June 29.—Mac McClair, formerly associated with Speer and Tyce Airports, has been appointed the San Diego Flying Club's instructor. McClair has 1,600 hours to his credit, of which 1,000 were on instruction work.

CONFIDENCE and SECURITY In the Air

The pilot's confidence and security of passengers and property in the air is insured by the new Ultra High Frequency Markers now being rapidly installed by the U. S. Government, the Commonwealth of Pennsylvania, and the Canadian Government.

We invite correspondence on this important aid to air navigation.

Radio Receptor Co., Inc.

251 West 19th Street,
New York, N. Y.



No More Airline Passes After August 22; CAA Rules 'Em Out

Free Ride Era Goes Into History Except for Company Officials and Employees and a Few Emergency Exceptions

Airline passes—the free-ride bane of air transportation—will have gone into history on August 23, the effective date of the Civil Aeronautics Act of 1938.

Not only is the law apparently watertight, but the airlines themselves have indicated that the day of passes is over for good except for directors, officers, employees and their immediate families and others who qualify in the small list of exceptions.

Orders have gone out from all executive airline heads terminating passes sometime between August 1 and August 23, with most of the expirations coming prior to August 15. Although a few airline men have been skeptical about the effectiveness of the legal provision, general feeling is that the airlines will rigidly oppose any letting down of the bars. Most of them feel the pass privilege has been abused—not by the givers of the transportation but by some of those on the receiving end.

Until the service charge was applied some months ago to most passes, the free rides cost the airlines plenty in the way of meals, insurance charges and other types of service. Even the service charges failed to make up the losses. Passes were considered necessary for the building up of good will but most lines feel that the good will period is over.

The provision relating to passes comes under paragraph b of section 403 pertaining to tariffs. It reads:

"No air carrier or foreign air carrier shall charge or demand or collect or receive a greater or less or different compensation for air transportation, or for any service in connection therewith, than the rates, fares and charges specified in its currently effective tariffs; and no air carrier or foreign air carrier shall, in any manner or by any device, directly or indirectly, or through any agent or broker, or otherwise, refund or remit any portion of the rates, fares, or charges so specified, or extend to any person any privileges or facilities, with respect to matters required by the Authority to be specified in such tariffs, except those specifically therein."

"Nothing in this Act shall prohibit such air carriers or foreign air carriers under such terms and conditions as the Authority may prescribe, from issuing or interchanging tickets or passes for free or reduced-rate transportation to their directors, officers and employees and their immediate families; witnesses and attorneys attending any legal investigation in which any such air carrier is interested; persons injured in aircraft accidents and physicians and nurses attending such persons; and any person or property with the object of providing relief in cases of general epidemic, pestilence, or other calamitous visitation; and, in the case of overseas or foreign air transportation, to such other persons and under such other circumstances as the Authority may by regulations prescribe."

Just how the C. A. A. affects the use of scrip cards authorizing discounts for bulk usage of air travel, remains to be seen. There is a division of opinion both as to the meaning of the law on this point and as to the wisdom of continuing the practice.

PCA Traffic Record

Penn-Central reported the best July 4 holiday traffic in its history, with 1,180 passengers in the first four days of the month, representing a 26% increase over the corresponding period last year.

UAL Denver Service Change

July 15 is the new date set for re-routing UAL's daily transcontinental trip 2 via Denver instead of Cheyenne, officials announce. The change was not made on July 1, as planned, because of delay in completing airways equipment.

UAL MARKS 11TH YEAR

Line Took Over Old Post Office Coast to Coast Route July, 1927

Chicago, July 1—United Air Lines today celebrated its 11th anniversary of air passenger, mail and express operations over its transcontinental airway, established in 1920 by the Post Office Department and taken over by United as the nation's first commercial coast-to-coast airline on July 1, 1927.

The first fare-paying coast-to-coast air passengers were carried in a single motored mail plane with provisions for two passengers. Scheduled time across the continent, according to W. A. Patterson, United president, was 30-hours, 45-minutes. The fare was \$400. There were no radio communications between ground and planes, and few airway and navigating facilities. Today United's 12-ton Mainliners make the California-New Jersey flights in 15½ hours.

BRANIFF HONORED

Oklahoma Chamber Gives Tenth Anniversary Luncheon

Oklahoma City, July 2—Tom E. Braniff, president of Braniff Airways, was honored at a luncheon given by the Chamber of Commerce today on the occasion of the 10th anniversary of that airline. Principal speaker was Col. Edgar S. Gorrell, president of the Air Transport Association, who lauded Mr. Braniff as an outstanding leader in the air transport industry.

Civic officials from almost every city served by Braniff Airways were present. The entire airline organization in the Oklahoma City offices was also present, as were a number of Bureau of Air Commerce officials. Moss Patterson presided. The luncheon was arranged by Stanley Draper, director of the Chamber, and the addresses were broadcast over a local radio station. A scroll was presented to Mr. Braniff and that evening Mr. Braniff was host at a garden party at his country home.

S. F. Seeks Pan Am Lease

San Francisco, July 1—The city has offered to lease airport facilities at Treasure Island, site of next year's exposition, to Pan American Airways for \$130,000, to be paid over a 20-year period. Furnished would be a \$450,000 hangar and one-fourth of the new \$850,000 administration building. During the first five years rental would be payable at the rate of \$1,000 annually, and charges for the next five years would be \$5,000 annually with the rate rising to \$10,000 a year for the last half of the lease. Recent rumors that Pan American would expand at San Diego brought about considerably lower rates than previously asked.

PCA's Pot of Gold

One of the biggest surprises in the industry was the immediate popularity of PCA's Norfolk-Washington route. Load factor has been averaging 73% and was even higher during the first few weeks. PCA discovered a steady flow of customers to and from New York, due to poor transportation between those two points by rail or water. PCA's Grand Rapids-Chicago extension has also turned into a bonanza, with an average load factor for the first 15 days in excess of 60%. For the first nine days of July it averaged 77%.

By Air France to the Orient



This is the transport Air France is using this year on its route to the Far East. It is a Dewoitine 338, with a cruising speed of 180-mph. and equipped to carry 12 passengers by day or 8 in sleeping quarters. The 8,400-mile route from London to Saigon, French Indo-China, requires almost six days of flying, with the first part of the journey being made in flying boats as far as Beirut on the Syrian coast. The service was speeded up a few months ago.

New Act Plays Part in Hearing On 4th UAL-WAE Leasing Contract

United Air Lines and Western Air Express on June 30 presented at a Post Office hearing their fourth application for permission to operate through sleeper service between Los Angeles and New York by means of a leasing arrangement at Salt Lake City.

The Civil Aeronautics Authority bill had already been signed at the time of the hearing, but the companies decided to submit the new contract to the Post Office because most provisions of the new Act are not effective for 60 days. It was felt that the CAA docket will probably be crowded during the first few months, whereas a quick decision from the P.O. would enable the companies to take advantage of the heavy summer traffic. The new application was the result of a continuance of the third hearing on May 4, at which time Acting Solicitor Walter Kelly stated that more details on maintenance, and organization were necessary.

Gerald Brophy, counsel for TWA, opposing the contract, pulled an unexpected move which may block P.O. action on the application. Brophy pointed out that section 408a (2) of the Civil Aeronautics Act reads as follows: "It shall be unlawful, unless approved by order of the Authority . . . for any air carrier, any person controlling an air carrier, any other common carrier, or any person engaged in any other phase of aeronautics, to purchase, lease, or contract to operate

for any air carrier, any person controlling an air carrier, any other common carrier, or any person engaged in any other phase of aeronautics, to purchase, lease, or contract to operate

the properties, or any substantial part thereof, of any air carrier." This is one of the few sections which became effective immediately upon signing.

Stanley Wallbank, counsel for United and Western held that the present contract does not come under this section of the Act, while Brophy argued that not only did the section apply, but that the agreement was illegal according to the Air Mail Act of 1934. Acting Solicitor Kelly stated that he would study the matter thoroughly and interpret the section of the Act before issuing a decision. Second Assistant Postmaster General Harilee Branch sat with Judge Kelly during the hearing.

Paul M. Willcox, secretary of United, and L. H. Dwerlkotte, secretary and treasurer of WAE, testified in behalf of the contract. John B. Walker, vice-president-traffic of TWA, testified that granting of the application would deal a serious blow to his company's Los Angeles-Newark long haul business.

Western Air Express revealed that it now calls its planes "Mainliners," to conform with United. This will eliminate the necessity of changing insignia at Salt Lake City when a plane owned by one company is in the hands of the other.

W. I. Denning, lawyer, opposed the application on behalf of Continental Air Lines, while Hamilton Hale, counsel for American Airlines, sent a letter of protest.

PCA is Painting Its Ships in Belief That Color Appeal Means More Sales

Believing that distinctive colors and markings on airplanes have a definite bearing on sales appeal and ticket sales, Pennsylvania-Central Airlines is experimenting with various paints and colors with the intention of painting its entire fleet of Boeing 247-D's when the proper process has been determined.

All of the PCA work is being directed by Luther (Luke) Harris, superintendent of maintenance. The fuselages and vertical surfaces of three Boeings have been painted to date, all with a blue coating. Harris is conducting a considerable amount of research and service testing in order to determine the best method of application and the paints best suited for the particular effect sought.

"Since weight is such a vital factor we have endeavored to eliminate priming coats," Harris said. "On one of the airplanes painted to date there were only 12 pounds added. Unquestionably the use of zinc chromate as a primer

is one of the best methods of applying paint to dural, but this process naturally increases the weight by about 40%.

"We are considering other colors than blue simply because blue has a tendency to fade and chalk. If we are successful in any of our experiments it will be comparatively easy to select a fast and attractive color.

"It is possible that we will eventually decide to use some very distinctive markings on our fleet instead of solid colors. In my opinion it is purely a question of making our airplanes distinctive as well as attractive. Unquestionably the traffic departments of the various airlines are going to insist on getting away from the solid and drab colors of most planes.

"It is my contention that the traveling public knows so little of airplanes that we must give them something to talk about which is familiar to them, such as color schemes and attractive lines."

Random Shots

On the Lines

Below: D. D. Walker, vice president in charge of traffic of Chicago and Southern Air Lines, Inc., appears to be having a wonderful time in company with Miss Marion Hill (left), who was that airline's contestant for the "Miss American Aviation" title at the Birmingham Air Carnival recently and Miss Dorothy Quackenbush (right), who won the Birmingham title as "Miss TWA." If you have time—or are interested—the traveling case they are holding is being sent around the world by air express.



Above: Representatives and officials of United Air Lines and Western Union witness the opening of "Telemeter" service between San Francisco and New York at the Chicago field office. Seated at the two telemeter machines are Harry Warrington (left) and Herbert Kropp, both of Chicago Reservations Department. In the rear are, l. to r., C. A. Petry, UAL Superintendent of telephone and telegraph; E. C. Wachs, Western Union representative; J. N. Armstrong, Western Union Chicago Superintendent; Lee Haneline, manager of UAL Chicago Reservations Department; J. R. Cunningham, UAL Director of Communications; James Rauen, Assistant Reservations Superintendent; and John Hodgson, assistant to Cunningham. The telemeter provides simultaneous two-way coast-to-coast wire communication.



Below: Four American Airlines officials: left to right, Nelson Milliken, Hollywood sales manager; Frank Burg, Los Angeles sales manager; Burck Smith, San Francisco sales manager, and Arthur G. Beggs, western sales manager.



Below: 17 years ago Nick Michel lit one of the bonfires at Omaha Airport for Jack Knight's first night landing with air mail (Feb. 22, 1921). Recently Jack (now director of public education for UAL) had lunch in a Chicago restaurant and Michel served him, marking their first meeting since that historic air mail night.



Above: Paul Matheson, district traffic agent for TWA in Detroit, recently pulled the best stunt of the year when he succeeded in applying his line's slogan "TWA First" to his Michigan license plates. It's the only one of its type in the country, they say.

Left: Three of United's top ranking operations officials caught informally by the camera recently. Left to right, R. W. "Shorty" Schroeder, vice-president in charge of operations; S. V. Hall, general superintendent, and J. A. Herlihy, director of engineering.

Lower Left: These men greet TWA's passengers at Chicago Airport. Left to right, Earl Kelsey, Ray Lund, Edward Doherty, passenger agents; William A. Larner, station manager, and Larry Geschwind, passenger agent, all TWA.

Right: Mrs. Carter Barron, wife of a prominent Washington, D. C., theater manager, bought 4-year-old Carter, Jr., his half-fare air ticket to Chicago on June 28 from D. Walter Swan, district traffic manager for United Air Lines in Washington, thus making air transport history in the national capital.



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The Independent Voice of American Aeronautics

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FORTNIGHTLY REVIEW

(Continued from page 1)

phase of the Authority's work. It is expected that the third member, to be chosen from several candidates now connected with the Bureau of Air Commerce, will be equally well qualified.

AMERICAN AVIATION extends congratulations to all eight appointees. As The Independent Voice of American Aeronautics, devoted to the publication of news from aviation's public, as well as candid editorial comment, we hope to be helpfully critical in this coming new era for aviation.

Air Mail Rates

WE MAY as well tip off the new C. A. A. without delay that after our summer siesta we expect to have some straight-forward things to say about fair compensation for transportation of the air mail. Quite frankly, we will not worry about the safety of scheduled air transportation if that industry is given economic health, and we believe the basic tonic in this case is a liberal and watchful policy of payment for the air mail service.

We believe that air mail schedules can be made as important to American business as red corpuscles in the blood stream of a human being. Business is suffering from anemia today. Regardless of the cause, there are reasons for believing that more airplanes in scheduled service, and increased schedule frequency for mail, express and business passengers, can step up the turnover and tone the health of American business.

We believe that a comprehensive fair-minded study of current postal revenue from air mail, as related to Post Office Department expenditures for air mail transportation, will bring members of the C. A. A. to see that the days of air mail subsidy are over for the industry as a whole and that an additional two or three millions of dollars annually can be and should be made available to encourage expenditures for safety and more frequent service.

We believe that more frequent service is the key to higher load factors. The big airlines are doing well on long-haul business, but cannot develop the important shorter haul potentialities of the interior until more dependable service frequency is possible. That means more airplanes, more crews, both of which depend upon available revenue. Prime this pump by providing adequate air mail rates!

How to Miss a Story

ON SEVERAL occasions in the past we have jumped on the newspapers for their reporting (or lack of reporting) of aviation news. Just the other day a glaring example of careless and thoughtless reporting came to our attention. Oddly enough, the man who wrote the story knows aviation, knows aviation people, and of all persons handling this particular story, he should have known better.

On the day the President signed the Civil Aeronautics Act of 1938, this man wrote the following paragraph lead for his wire service: "With a stroke of his pen, President Roosevelt today sought to put the nation's commercial aviation industry on a 'paying' basis by eliminating free rides on airplanes."

Here was a piece of legislation vital to aviation and vital to all transportation in the United States. Here was legislation which ended inter-governmental strife about which the newspapers had devoted pages and pages during the past four years. Here was the ending of the vindictive Air Mail Act of 1934. Here was an experiment in government with important bearings on reorganization. Here was an historic act recogniz-

ing the importance of air travel in our present-day civilization. And yet, this reporter could find nothing for his lead except one of the most unimportant and purely incidental provisions in the Act. If all the industry has been working for is to eliminate free rides, then some one's been badly fooled. Don't let anyone kid you about newspaper reporting. There are good newspapermen, but shallow reporting such as we have recounted for a wire service going to scores of papers over the country is a sad commentary on the state of journalism in these United States.

Mr. Harris Applies Paint and Sense

THE medal of the month should go to Luke Harris, superintendent of maintenance for Pennsylvania-Central Airlines, whose present experiments in painting PCA's Boeing transports merit the attention of the air transport industry. Luke is more than a maintenance man. He is also thinking about the traffic department and its problems in dealing with the public.

"It is my contention," he says in an article appearing elsewhere in this issue, "that the air traveling public knows so little about airplanes that we must give them something to talk about which is familiar to them, such as color schemes and attractive lines." This is common sense. When maintenance men begin thinking in terms of sales appeal, then we have reached a stage of coordination of which the industry may well be proud. We wish Luke luck in his experiments and expect to see flying in and out of Washington almost any day now a fleet of brightly and attractively colored transports. We believe paint can be tied in pretty definitely with ticket sales.

Pro, Con and Otherwise

Unfair Publicity

June 24, 1938.

To the Editor:

According to a story in a Los Angeles paper, a copy of which is in the writer's possession, in the past six years 174 boys lost their lives playing football in the United States. During that same period, 99 people were killed in air transports, and during which time the airlines flew passengers safely approximately 300,000,000 miles. Take any six of these boys that were killed playing football . . . all that they received in the way of publicity was a small squib and possibly their picture in their home town paper. The total amount of publicity for all six did not receive one column and—that in their own home town paper—no other. Put these same six boys in a transport plane, crash it, and what happens? An eight column banner headline results in practically every newspaper in the United States with histories of the boys, where they went to school, who their sweethearts were and what they said, presentiments, warnings against flying, pictures of the wreck showing the dead bodies—if necessary composite photographs, in other words, faked—pictures of mule teams with bodies on the backs of the mules going down the mountain side, etc.

Now contrast this happening with the recent train wreck of June 19 in which approximately 53 persons were killed. The only pictures were very prosaic ones of jumbled-up cars. There were no pictures of bodies or of the transportation of them! Three days after the wreck the attached squib appeared on page 2 of the *Los Angeles Examiner*, and, if you please, while 16 of the bodies were yet to be recovered. Can you imagine any newspaper cutting the publicity of an airplane wreck to this small space while any of the bodies were still unrecovered and while rescuers were still working at the scene of the wreck?

It seems to me that this is so unfair that it needs no explanation. Of course, the real reason lies in the fact that the railroads have been in service for a great many more years than the airlines and, of course, are in a position to carry a great deal more advertising. It is futile to get into debate on a subject

of this kind. The real answer is and always has been, in my mind, the one of making friends with the newspaper publishers themselves. One cannot be friendly with a man and then deliberately hurt his business, and it seems to me that a series of articles by your magazine concerning the relationship which should exist between the Public Relations Department of every airline and the newspapers would go far toward avoiding a continuance of the spectacular publicity attendant upon each aircraft accident.

It might be interesting for you to know that the first transcontinental train line beginning in May of 1869 plus 35 years, or to 1904, would give the railroads approximately the same experience in carrying passengers as aviation has since its birth in 1903 to date. (Actually, however, aviation has only entered transcontinental transportation of passengers since 1928). That the railroads even after thirty-five years of experience are still susceptible to accidents is evidenced by the following figures:

	Passengers	Employees
1904	441	3,632
1905	537	3,361
1906	359	3,929
1907	610	4,534
1908	381	3,405
1909	253	2,610
1910	324	3,382
1911	356	3,602
1912	318	3,635
1913	403	3,715
1914	265	3,259
1915	222	2,152
1916	291	2,941

In connection with Airmail Week, you are again perfectly right in stating that the newspapers missed many stories. Young girls flew into airports all over the United States, and young men likewise, carrying mail for the first time, and in many cases the last time, in their lives. There was a tremendous amount of human interest attached to this. The pride shining out of the eyes of a girl who landed at a certain airport in California was significant of her joy of being a part of Airmail Week.

Airport Manager.

ALTHOUGH it's a little late to bring up the subject, the rumors are still persistent that P. G. Johnson, now vice-president of Trans-Canada Air Lines, is coming back to the U. S. as head of one of the major domestic airlines. It's true that a large company—not the one of which he was president until cancellation—put out feelers with the thought of making him chairman of the board. But this was scuttled some three months ago. Johnson has a three year contract with Trans-Canada, two years to run. For this and other reasons he is not interested in coming back into airline management in this country. When his job in Canada is completed, he'll return to his large trucking business in Seattle.

★ ★

THAT Chicago & Southern—National Airlines deal is off, at least for the present. Understanding is that G. T. Baker, president of National, was anxious for a merger of some kind but that C. & S. was cool to the proposal as finally made. Neither is anxious to submerge its interests. Next move is Baker's with another proposal, and this may not be done. Meanwhile, the two companies have worked out a tentative deal for C. & S. to handle dispatching, maintenance, etc., at New Orleans for National on the latter's new run between Jacksonville and New Orleans. This relieves National of the burden of maintaining a shop at the western end and should make for economy. Also gives C. & S. mechanics something to do when one of their own ships isn't in for a once-over.

★ ★

WHEN we headed this sporadic column "CAVU" we thought almost everyone would know what it meant. But you'd be surprised at the number of industry executives (in the manufacturing end) who asked its meaning. We got caught that way once ourselves, so we aren't telling any names. Just for the record, it means "Ceiling And Visibility Unlimited." Catch on?

★ ★

PENNSYLVANIA-CENTRAL Airlines will probably buy larger and faster equipment sometime next spring. No decision has been made as to type, but six or seven ships will be ordered. It's possible some used DC-2's will be bought instead of new equipment. PCA has only Boeing 247-D's at present but various extensions have presented a traffic problem and the need of bigger ships is apparent for long hauls.

★ ★

THREE'S a lot of interest among the lines about the Douglas DC-5, which is a general mixture of the DC-2 and the DC-3 but using two engines, carrying 14 passengers, and making better speed than the DC-2. Price is to be under \$100,000, but how much under is a question mark. Several lines are pondering.

★ ★

RUMORS have been afloat that John Hertz was about to get control of Chicago and Southern Air Lines. These are without foundation—at least since C. & S. maneuvered itself into a much better financial condition with the aid of a mail pay increase. The Hertz interests hold only a small block of stock, decidedly a minority block. It was true that preferred stockholders were slated to take control of the line if dividend payments were missed up through July 1, but C. & S. succeeded in meeting them for the entire year. C. & S. continues to be entirely independent and its economic future is bright. At least the crisis has passed.

★ ★

CAVU

AT THE luncheon honoring Tom Braniff on his line's tenth anniversary, given by the Chamber of Commerce in Oklahoma City on July 1, Mr. Braniff was asked to say a few words. He started out with the statement that this was the first time the C. of C. had ever paid for his lunch. Everybody laughed, but there was something behind those remarks. The luncheon was the occasion for burying the hatchet between Braniff and the Chamber. Relationships have been pretty well patched up after being strained for well nigh four years.

★ ★

THE sales parties given by American Airlines at Chicago and New York last month cost about \$8,000. This sounds like a pile of cash—which it is—but American ought to reap ample returns from the good will it created among travel agents. Even the perennial cynics who decry the wasting of airline money on frills (and do they throw money down the sewer at times!) have agreed that the \$8,000 was a wise and sane investment.

★ ★

MAN who will go far in the business: Amos Culbert, just returned to Chicago and Southern as vice-president after six months with TWA. Just married six months ago, his talented and attractive wife, Dot, will be a big help. (We put this in because she reads this magazine cover to cover, as what wife doesn't?) Incidentally, the rumors that Amos was shunted into TWA for six months in preparation for a purchase of C. & S. by TWA are definitely without foundation. And more incidentally, TWA didn't want Culbert to leave. The decision was his own.

★ ★

IF ALL the people who borrow copies of this magazine subscribed, we'd have a net paid circulation that would make the advertising agencies dizzy. Some of you fellows who read this publication without paying for it might remember that publishing costs money. Open up the coffers, you non-revenuers. Free rides are over.

★ ★

CLNEST administration building we've seen is at Knoxville. Our hats are off to the management. Maybe the boys on the field don't like it, but believe you us, that building is a pride and joy to step into. We wish all administration buildings were as wisely kept up.

★ ★

ONE of the best bits of sardonic humor yet to show up in air transport will soon unfold itself. A successful bidder on a new route has chosen a name for his ships. We are sworn to secrecy right now, but when you read of new names for ships between now and the time snow flies, think back to a speech made several months ago by another airline's president. When you make the connection you'll agree that a sense of humor is one thing this industry has—and should be proud of.

★ ★

WE HEAR more and more about the need of a cooperative advertising campaign sponsored by all airlines through the ATA. Isn't it worth thinking about? Why not all chip in and sell air transportation as the railroads have been selling theirs?

WE THOUGHT we knew our geography until PCA opened up its extension from Grand Rapids, Mich., to Chicago. We had thought Grand Rapids was well up in Michigan, but the new PCA maps show it's almost a direct line between Detroit and Chicago. Some of these airline map drawers must have nightmares after twisting the countryside around. Interesting sidelight on PCA's entrance into Chicago is that despite the routing up to Grand Rapids, PCA makes almost as good time into Chicago from Detroit as American does with its local. Which provides the reason for American's protest to the P.O. about granting the extension.

★ ★

ONE of today's thrills: Atlanta airport on a still and warm southern night. Radio shrieking away in the otherwise calm. Beacon sweeping around in the blackness. Then between 11:30 and 12 midnight, four EAL liners and one Delta arrive from as many directions and in the next half hour three EAL and one Delta planes depart. What a change from peacefulness to bustle and activity. How those mail trucks dash around. All lights turned on. Loudspeaker screaming constantly. Then off go the planes and it's quiet again. Those midnight transfers are a sight—make one think about this astounding new business of air transportation. What will another ten years bring about?

★ ★

AIRPORTS that make one feel aviation is growing up: Dallas and St. Louis. Lots of activity. One airport and administration building (and grounds) that ought to look better after all the money that's been spent: Oklahoma City. An administration building that's eight years old but with an exterior as modern and striking in appearance as the best: Shreveport, La.

★ ★

THAT Marquette Airlines-American Airlines deal, earlier reported to be about ready to jell, has been held off but is on the books for the future when CAA gets to functioning. One airline spent a nice round sum of money and even hired several detective agencies in an endeavor to trace the financial background of Marquette but failed to unravel the mystery of the Kratz operations. Detroit capital is involved.

★ ★

PURELY personal again: Airline men are notoriously bad automobile drivers, but the worst two left-side-of-the-road drivers noted to date are C. E. Woolman and Leigh C. Parker of Delta. Why is it that airline men invariably drive as far to the left as possible? Seems to us as though the air transport industry is doing its best to aid its safety record by making ground transportation more hazardous than going over Niagara Falls in a barrel. That's o.k. except that once in awhile we have to get out of planes and use the four-wheelers.

★ ★

AMERICAN AIRLINES' deal for those Boeing 307's is in abeyance and it appears doubtful if an order will be placed, at least for some time. The papers were all ready, but all airlines seem to be in a waiting mood now as far as four-engined equipment is concerned.

THE industry has been "plenty blue" since the first of June. Many agree that the United accident at Cleveland had the most disastrous effect on traffic of any airline crash in the past, although general business conditions undoubtedly contributed to the sharp June slump. Several companies reported business considerably off, others reported business sporadic. Oddly enough, United broke all-time traffic records for two Saturdays during June. Business began coming back after June 20 for everyone, however, although some lines experienced an exceedingly slim July 4th holiday revenue. All of which proves that travel whims of airline patrons are completely unpredictable and that while an accident on one line affects traffic on all, it often hurts some other companies more than the line experiencing the accident.

★ ★

TOM BRANIFF'S application for a Houston to Memphis route smoked out several other lines in a big way. When Braniff makes formal application to the new CAA, he will have Chicago and Southern and Delta as opposition and probably several others by that time, including Eastern. But can you imagine an application for a new route being made without 26,000 other airlines protesting? The air itself is plenty big enough for all but there just aren't enough terminal cities to parcel out to suit everyone.

Unsolicited Comment

Appreciation

June 27, 1938

To the Editor:

AMERICAN AVIATION deserves warmest congratulations and thanks from the entire aeronautical industry for its constructive efforts and cooperation toward securing the much needed aviation legislation enacted by the 75th Congress. Your publication's honest presentation to Congress of the facts was a vital factor in the success of the creation of the Civil Aeronautics Authority, the enactment of the Dorsey rotary wing aircraft bill and other aviation measures.

W. Wallace Kellett, president
Kellett Autogiro Company.

* * *

"Your publication gets better with each issue. I will be on your subscription list as long as you retain the high standards which you now have. AMERICAN AVIATION is a 'must' with me."

Robert W. Scott, San Francisco.

* * *

"I believe your magazine is invaluable to anyone who is at all connected with the aviation industry, and should be most interesting, in my opinion, to anyone regardless of their work."

Erskine Girard, American Express Co.

* * *

"I have heard a number of favorable comments regarding the splendid work you are doing in behalf of the aircraft manufacturers."

Oliver Buswell, McCormick-Armstrong Advertising Agency.

* * *

"You have the outstanding aviation magazine."

H. F. McCarthy, Boston-Maine Airways.

* * *

"I wish to compliment you on the wonderful job you and your associates are doing in the publishing of this magazine. You may consider me a permanent subscriber."

E. A. Russell, Transcontinental & Western Air

Florida Operator-Manager Plan Is Enthusiastically Received

Four Cities Apply Immediately; State Association Expects to Have 10 Units Working by End of Year

Jacksonville, Fla.—The Florida Operator Plan conceived by Ed Nilson, director of aviation for Orlando, whereby the Florida Aviation Association will place properly qualified operator-managers on some 40 or 50 Florida airports, met with enthusiastic reception at the annual meeting of the Association held here June 20 and 21.

Some observers characterized the meeting as one of the finest aviation meetings ever held and bound to result in a substantial boost for private flying in the state.

With some 150 persons in attendance, those participating represented airlines, aircraft factories, Bureau of Air Commerce, mayors and other civic officials, fixed base operators, airport managers and business and professional men.

Four cities in the state have already applied for operator-managers, with others showing keen interest. Applications from operators in other parts of the country desiring to open up shop in Florida are already being received.

Sponsors of the plan expect to have at least 10 operators at work under the plan by the end of the year, and several communities have volunteered financial aid to make the plan a success. Others have announced their plans to build hangars, fences, markers, etc., at their fields.

Carl I. Friedlander and Carl Wootten, general manager and sales manager respectively of Aeronautical Corp., were present to outline a plan of cooperation. Taylor-Young and Piper have also indicated their willingness to cooperate.

One aviation insurance company wired the association that "If your plan is carried out as indicated with regard to flight instruction and aircraft operation we would agree to increase our participation in losses on light planes we insure operated under your plan from 66% to 75%."

Several airlines offered cooperation by saying they would make the operator-managers their agents in towns served by the lines.

The plan is to secure for each co-operating city a responsible "aviation merchant" who will operate the airport and conduct an honest business on the field of flight instruction, charter and revenue services, and engage in other activities such as aviation education. Definite rules have been laid down insuring high calibre business methods. Suggestions will be made as to how the operator can increase his income and he would have the full cooperation of city officials. Several financing aids would be available.

H. C. Whitney, director of aviation for Florida, was chairman of the committee which drew up the plans. Mr. Nilson, originator of the idea, said, "I



Nilson



Whitney

feel confident the plan is going places. I say this because of the genuine interest of those who were present at the meeting. I refer to city officials and influential business men and women. They've been our hardest customers to sell—not on account of themselves but because we in aviation haven't had the right thing to sell them in the past."

The conference went strongly on the record as opposing a state tax for aviation fuel for at least five more years.

G. Wayne Gray, of Orlando, was re-elected president of the association for a two-year term. Thomas Imeson, city commissioner of Jacksonville, was elected first vice-president. Other vice-presidents were Harry Blanchard, aviation director of Pensacola; Harry Playford, bank president, St. Petersburg; Dr. R. M. Izlar, mayor of Ocala, and C. T. Hansen, director of aviation for Miami. William C. Lazarus, aeronautical engineer of Orlando, was elected secretary and treasurer.

New Owner Seeking to Close Holmes Port

New York, July 13—Holmes Airport at Jackson Heights, Queens, is scheduled to close July 15, despite protests of private flyers who have been using the field since the city closed North Beach Airport, for reconstruction. The N. K. Winston Co., real estate firm, has obtained control of 60 acres of the field, including the land on which stands the sole hangar. Without this tract, present operators say the airport would be useless. Well known private flyers who use the field, some of whom have asked the Winston firm to delay closing until the reopening of North Beach, include Henry N. Beers and Lucius H. Beers, Juan T. Tripp, president of Pan American Airways; Arthur Kudner, advertising executive; Donald Brown, president of United Aircraft Corp.; Louis Root, R. L. Brooks, and Malcolm McAlpin. Two newspaper syndicates also use the field, which is near midtown Manhattan.

Independents Start Capital Port Project

With congress adjourned without action on a permanent and adequate airport for Washington, D. C., Mount Vernon Airways, Inc., operators for 15 years of an airport at Hybla Valley, Va., about 10 miles from the capital, have begun expansion which will make the field one of the largest air terminals south of New York.

"We expect to provide facilities for the four-engine air transport planes now under tests," E. W. Robertson, manager, said. "There are no facilities for such planes in Washington and it obviously will be impossible for Congress to provide an airport capable of handling this traffic for a number of years."

Grading of major runways, all between 5,000 and 6,000 feet in length, is already in progress, and Robertson said construction of a \$100,000 administration and terminal building will be finished before next spring. Overhead telephone lines stretching three-quarters of a mile along the eastern boundary of the field have already been taken down, leaving no permanent obstructions. The airport is part of a level area of eight square miles.

3-Year Ground Course

Orlando, Fla.—A complete 3-year vocational ground school course will be opened up in September at the Orlando Vocational School, according to William C. Lazarus, secretary of the Florida Aviation Association. This will be the first time aeronautical education has been made part of a public school curriculum in the state. Graduates of the course will receive high school diplomas. The \$50,000 worth of aeronautical equipment from the defunct University of Florida School of Adult Education at Camp Roosevelt, Fla., has been transferred to the Orlando school. The course is being designed to fit students ideally for positions as aircraft mechanics and factory workers.

Change in Penna. Air Bureau Talked

Harrisburg, Pa., June 28—Changes in Pennsylvania's Bureau of Aeronautics are under consideration by Governor Earle, one plan being possible detachment from the Department of Revenue, and setting the Bureau up as a single unit, although not headed by a cabinet officer. The governor explained that the expansion of the Revenue department has thrown a "great burden" on the shoulders of the secretary.

The change may be accomplished in the legislature, during a special session which is tentatively scheduled this year. The Bureau of Aeronautics was placed in the Department of Revenue in 1933 with two aircraft experts and several clerks. Today it is manned by 50 persons. The state now is engaged in a \$20,000,000 airport improvement program. Its 117 airports lead the nation. Thirteen are state, nine federal, one is an Army field, one other a Navy port. Twenty-seven are hard-surfaced to accommodate any size plane.

Athens Club Tour July 14

Athens, O., July 8—The Athens Aero Club tour to Troy, O., to visit the Waco Aircraft Co. will start from Athens at noon July 14, Al Knouff, secretary, said today. An all-day cruise to Sandusky, O., is scheduled for July 28. Initiation fee is \$1, and dues are \$1 a month or \$10 a year (including dinners). Knouff announced. Only members are permitted to accompany cruises.

Committee Appointed for Mississippi Aviation Assoc.; Oppose Gas Tax

Jackson, Miss., June 29—First steps toward organization of a Mississippi Aviation Association were taken here today at a meeting of state aviation leaders called by L. J. Folse, executive director of the State Planning Commission. A committee was appointed to study other state associations.

Capt. Allison Holifield, of Jackson was chosen chairman; Al Key of Meridian, vice chairman, and J. E. Howell of Jackson, secretary. Other members are L. D. Pepper, Jr., Greenwood; J. L. Whelchel, Hattiesburg; Mason S. Camp, Starkville; Burrell Weber, Jackson, Tom Lemly, Jr., Jackson, and G. C. Rawls, McComb.

Discussions were led by Douglas O. Langstaff, director of Aviation for Louisiana; Asa Rountree, Jr., director of aviation for Alabama; Capt. Donald Hicks, assistant director of airports for WPA, and Major Edward M. Haight, regional supervisor of airports for the Bureau of Air Commerce. All had been invited to outline suggestions as to how a Mississippi association could benefit aviation in the state.

Upon motion of Mr. Lemly, district traffic manager of Delta Air Lines at

20 WOMEN PILOTS MEET

Northwest Group, Formed in 1934, Elects Jessie Dunn President

Kennewick, Wash.—Miss Jessie Dunn, Boise, Idaho, was chosen president of the Northwest Association of Women Pilots at the two day convention held here. Other officers named are Mrs. Henrietta Palmer, Tacoma, vice-president; Miss Lorraine Smedley, Boise, secretary, and Miss Cora Sterling, Seattle, treasurer. Of the score of delegates who flew here in their own planes, Miss Emma Leavenworth, of Seattle, 58 years old, was the oldest.

The organization was formed in 1934 when women pilots in the Seattle area instituted a series of flights to other northwest cities as vacation outings. As women pilots from surrounding areas joined the group the idea of a yearly convention originated.

Each winter ground schools are organized and the members study various phases of aeronautics, radio, and a course of first aid under the Red Cross. On May 19 five members of the organization participated in National Air Mail Week by flying the mail.

Others who attended this year's clavie include Lucille Stone, owner of a Rearwin Sportster, from Seattle; Mildred Merrill, in a Kinner, from Seattle; Ruth Anderson, Rita Sutherland, Grace Shanahan, Alene Vinther, and Louise Patterson. Other members are Lela Walker and Mildred Beatty, of Tacoma; Loraine Beymer, Boise; Mildred Campbell, Olympia, and Gladys Crooks, of Kennewick.

Air Patrol Members

Oklahoma City, July 6—Members of the Oklahoma Air Patrol who have passed all their tests are: Moss Patterson, commander; Jerry Sass, executive officer; Sydney Maxfield, treasurer; Clint Johnson, operations officer; L. T. Dutcher, procurement officer; Carl Winstead, adjutant; Stanley Rogers, J. M. Gentry, Roy Hunt, A. J. Spicer, C. E. Soper, Carl K. Bates, C. R. Nuckles, George A. Hale, Lawler Reeves, Clifford Gable, John Reinauer, Jack Neal, Haskell Shaw, Byron Savage, Byron Susan, Charles Brogan, Bill Gartheoffner, and L. L. Rupert. Provisional members are Carl Haun, Andy Anderson, Bennie Turner, William Green and Walter Hawkins.

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Minimum Wage Findings of Labor Board Opposed by Manufacturers

60-Cents Per Hour Pay Called Too High; Would Probably Become Scale for Entire Aircraft Industry

Protests of approximately 40 aircraft manufacturers were to be filed by July 15 with the Department of Labor against the recent proposed finding of the public contracts board, which recommended that the Secretary of Labor set 60¢ an hour or \$24 a week as the minimum wage for workers employed by companies holding government contracts under the Walsh-Healey Act. Learners, not to exceed 15% of the workers in any one plant, may be excluded from this minimum and paid not less than 40¢ an hour or \$16 a week of 40 hours, the board said.

Contending that the proposed minimum would be much too high, the Aeronautical Chamber of Commerce, which is handling the industry's protests, states that under such a ruling it would be impossible for small manufacturers to bid for government business.

"There are many small companies desirous of securing this business," stated Leighton W. Rogers, president of the Chamber, "but they would go far into the red with such a wage scale." This type of company at present builds planes for the Bureau of Air Commerce.

Although the industry has not expressed an official opinion, it is learned that 40 to 42.5¢ is considered an adequate minimum wage. Members of the industry feel that the board leaned too much in the direction of testimony given by representatives of labor, who demanded that the minimum be not less than 60¢ an hour.

The only "out" given the manufacturers was the 15% allowance for learners, and this is not thought to be sufficient inasmuch as many companies are sometimes forced to employ 30-40% beginners. The International Association of Machinists at the hearing held Mar. 10 challenged the practice of employing learners, contending that it was unnecessary and represented a means of securing cheap labor.

One result which may be forthcoming should the Secretary of Labor adopt the board's findings is that 60¢ may become the minimum for the entire industry regardless of whether contracts are with the government or with private companies. This is considered likely because a plant attempting to employ two different wage scales, one for government contracts and a lower one for other business, would undoubtedly encounter serious labor difficulties.

It is not known how much good the filing of protests will do, as it is known that in past cases the Secretary of Labor has always accepted the findings of the board as final. Existing contracts would not be affected should the ruling be adopted.

UAWA and Brewster Sign

Stating that it plans to organize the entire aircraft industry, the United Automobile Workers of America last month signed the first closed shop agreement with an aviation manufacturer when it closed negotiations with the Brewster Aeronautical Corporation, Long Island City, N. Y.

Homer Martin, president of the UAWA, stated that the Brewster Corp. is "free to hire whom it wants, but with the proviso that such employees join the union. The agreement is most significant because it marks the first achievement in the UAW's campaign to organize the aircraft industry." The contract, which is said to affect 400 workers, is understood to provide for hourly wage increases.

The union has not revealed with what other aircraft plants negotiations are under way or whether any other contracts are about to be signed.

Included in the findings of the board were the following:

Wages in the manufacture of engines are somewhat higher than in the other branches of the industry.

The prevailing minimum wages in the various branches of the aircraft industry exhibit a sufficient degree of homogeneity to make possible the finding of a single rate applicable to the entire industry.

Geographical differentials in the prevailing minimum wages do not exist between any ascertainable sectional divisions.

The 57.5-62.5¢ interval contains the prevailing minimum wage of trained employees in the aircraft industry and the board feels justified in following the statistical practice of taking the midpoint of this interval as representing the fairest division that can be made for its purposes, in the absence of specific evidence of greater concentration of workers at some other point within the interval.

No separate provision should be made for apprentices. They should be comprehended within the 15% tolerance recommended for learners.

Final decision will be issued by the Secretary of Labor after she has considered the board's findings together with the protests filed by the industry. The board tried to be "absolutely impartial and stuck closely to the written record," one of the members stated.

DOUGLAS CONCERNED

Company Feels Wage Scale Will Work Hardship

Santa Monica, Calif., July 8—Douglas Aircraft Corp. officials are concerned about the new wage scale requirements for companies working on government contracts. With employment in west coast aircraft factories at 15,000, the labor problem has become acute, particularly with the two British contracts awarded to North American and Lockheed.

Douglas officials feel that the Labor Department has not taken into consideration the peculiar labor requirements of the aircraft industry. There is no such thing as hiring "skilled" men, the company says, because all new men, no matter how experienced, have to be trained for the many specialized tasks. And with a labor shortage to start with, the company must take on many "learners" on a temporary basis until these men become trained to their particular jobs. They believe the new requirements will work a severe hardship on some companies, particularly their own.

Completes KLM Order

Los Angeles, July 1—Lockheed Aircraft Corp. announces completion of an order for 11 Lockheed 14s for the Royal Dutch Air Lines and associated lines.

AIRCRAFT PLANT PAY CRITICIZED

UAW Publication Compares Wages With Automobile Industry; Claims Learners Unnecessary

Skilled workers in the aircraft industry work longer hours and receive less pay than similar craftsmen in the automobile industry, is the conclusion of a recent United Automobile Workers' Research Bulletin, which contains an analysis of wages and hours in the two fields. The hiring of learners by airplane factories is merely a method of securing cheap labor and is not necessitated by a shortage of skilled workers, it is charged.

The bulletin was obviously published as an answer to claims made by aircraft manufacturers at a Department of Labor hearing on Mar. 10, called to establish a minimum wage for the industry to apply on government contracts under the Walsh-Healey Act.

Quoting Department of Labor statistics, the booklet states that aircraft workers in 1937 averaged \$27.82 a week, with average hourly earnings of 66.6¢ and an average week of 42.1 hours.

"The aircraft worker had to work more than 6.3 hours more per week than the automobile worker to receive \$3.76 less than the automobile worker; in other words, he had to work 17.6% more hours than the automobile worker while for all this time he received in his weekly pay 11.9% less than the auto worker received," the bulletin charges. "While average weekly earnings in the aircraft industry increased by about 1% from 1933 to 1937, in the automobile industry they rose 58.5%. In the aircraft industry, working hours per week increased .2% during the same period; in the automobile industry they increased 8.2%. Over the same time the average hourly earnings in the aircraft industry went up only 3.1%, while they rose, in the automobile industry, 47%."

Attacking the learner question, the UAW publication claims that thousands of unemployed automobile workers have done work closely similar to that done in various sections of the aircraft industry, and thus constitute "a reservoir of labor." In California, the bulletin says, there are more automobile workers in the vicinity of the aircraft industry who can do work in an aircraft plant than there are aircraft workers in the entire country.

"There have been cases," the report states, "in which men working for

Feminine Engineer



Mrs. Mabel Rockwell, believed to be the only woman aeronautical engineer in the United States, is shown here with Pilots Howard Woodall and Jim Ingram, veteran captains of American Airlines, after they had inspected one of American's Douglas liners. Mrs. Rockwell, who holds engineering degrees from M. I. T. and Leland Stanford University, is now enrolled at Curtiss-Wright Technical Institute. She will be graduated in September.

70¢ an hour, and having worked for a number of years, were laid off on the excuse that there was a lack of work. The following day a student from an aircraft school performed the same job for 30¢ or 35¢ an hour."

Earnings of aircraft manufacturers during 1937 totaled \$11,911,750, the survey says, against \$7,086,965 in 1936. This is an increase of 68.1%.

Cadets Train at Mitchel

New York, July 9—The last group of a total of 456 West Point cadets today completed practical tests at Mitchel Field, which have been underway since June 18 when the first of three echelons arrived to study orientation, navigation, and flying.

Redwood City Plant Seen

Redwood City, Cal., June 28—Selection of this city as a site for a new plant of the recently incorporated Automatic Controls, Inc., \$200,000 aircraft manufacturing firm, is reported here. It is said that A. A. Balducchi, of Redwood City, will be chief of production of the unit. Three San Francisco men are directors: S. A. Steindorf, S. F. Webster, and K. Goemmer.

PRIDE In His Workmanship--



is a dominant characteristic of every Great Plains worker whether that worker be a porter, a skilled mechanic, a white collar worker or a "big shot." It, too, is the dominant trait which built Braniff Airways from a 125-mile route, one-trip-a-day pioneer operation to an air transport system flying thousands of miles daily over 2500 miles of airways serving a prosperous community of 10,000,000 people.

BRANIFF
DOUGLAS

B-Liners

Record Year for Mfrs. Is Certain; 4 Mos.' Deliveries Hit \$46,140,702

40% of 1937 Total Already Reached With April Figure of \$14,217,259; Aircraft Exports Comprise 46% of Production

With the first four months' deliveries of aircraft, aircraft engines and spare parts equaling 40.09% of the 1937 total, another record year is considered a certainty for the aircraft manufacturing industry. Deliveries during April were \$14,217,259, bringing the four months' total to \$46,140,702. During the record year 1937, deliveries amounted to \$115,076,950.

Delivery figures for April and the first four months are as follows:

APRIL 1ST 4 MOS.		
Comm. Airp.	\$1,982,371	\$6,089,794
Comm. Eng.	1,443,404	4,501,072
Mil. Airp.	6,618,214	18,836,347
Mil. Eng.	1,261,121	6,023,296
Airp. Sp. Pts.	1,985,710	7,128,063
Eng. Sp. Pts.	826,430	3,562,130

\$14,217,259 \$46,140,702

Of the total of 599 commercial airplanes delivered in the first four months, 448 were of the two-place cabin single engine type, and 57 were four-place cabin single engine models. Although only 454 military planes were delivered during the period, their value was considerably more than the commercial ships.

The large British orders recently placed in this country are expected to contribute much towards the establishment of a new record. Exports of aeronautical products as a whole are continuing at an unprecedented pace, 46.2% of the total deliveries leaving this country during the first four months.

An average of only \$9,000,000 in deliveries a month for the remainder of the year would break the 1937 record. However, with 1939 fiscal year budgets containing large appropriations for planes, and four-engine equipment being constructed for the airlines, monthly totals are certain to be considerably more than this amount.

COAST GAINS PLANTS

Los Angeles C. of C. Reports Eastern Firms Opening Plants in West

Los Angeles, July 2—West Coast aircraft manufacturers are becoming less dependent upon the east for parts and accessories, a survey released by the Los Angeles Chamber of Commerce shows. Most major eastern parts and accessories companies have either opened branch plants on the coast for manufacturing of parts needed by the airplane manufacturers, or have sales branches with stocks of parts and accessories on hand for immediate delivery.

A list of the companies with plants or distributing centers here follows:

- Aluminum Company of America
- Thompson Products, Inc.
- Bendix Aviation Corp.
- Eclipse (Bendix Division)
- Bendix Instrument Co.
- Interstate Aircraft & Engineering Corp.
- Herberts Machinery Co.
- Gillette Machine & Tool Co.
- Tolair Mechanical Works
- Atlas Chromium Plating Co.
- Bakewell Mfg. Co.
- Poulson and Nardon Co.
- Kirk-Rich Div. Corp.
- Rocky Mountain Street Products Inc.
- Arrow Brass Foundry, Inc.
- Olmsted and Wulfsohn
- Marine Engineering & Supply Co.
- Utility Electric Steel Foundry
- Coast Centerless Grinding Co.
- Kelley & Wells Machine Co.
- Universal Metal Products, Ltd.

In the early days of airplane manufacturing here, many companies were delayed because of the delivery time required for parts and accessories from the east. This has largely been overcome by the development of a substantial parts industry or by large distributing branches.

ALCOR SHIP INSURED

Company's First Plane Crashed On June 27, But All Debts Will Be Met, Statement Says

San Francisco, July 7—Following the crash and total loss June 27 of the first Alcor C6 Junior transport in a final test, E. W. Horsman, vice-president and general manager of Alcor Aircraft Corp., today told creditors that the ship was covered by insurance. This payment, plus sale of assets to a new corporation, is expected to make possible full payment of all debts, it was announced.

Both pilots in the plane before the crash bailed out and escaped injury. The craft, designed by Allan Lockheed, and powered by two Menasco six cylinder 250-hp. engines, was planned as a 6-passenger feeder line plane. Pictures and a description appeared in AMERICAN AVIATION May 1.

North American Net For 3-Mos. \$212,084

North American Aviation, Inc., reports for the three months' period ending Mar. 31 consolidated net profit of \$212,084.84 after provision for estimated federal income taxes and after depreciation charges amounting to \$234,861.49. This compares with a consolidated net profit of \$69,051.38, in the corresponding period last year, after provision for normal federal income tax and after depreciation charges amounting to \$167,306.41, but before including an accounted profit of \$1,267.50 realized on the sale of securities. Unfilled orders on Mar. 31, 1938, amounted to \$10,296,363.64 as compared with \$6,013,556.14 on Mar. 31, 1937. This does not include the recent order for 200 trainers from the British government.

Stearman Plant Enlarged

Wichita, Kan., July 5—J. E. Schaefer, president of the Stearman Aircraft division of Boeing Airplane Co., has announced that a building expansion program, which more than doubles the floor area of the engineering department, has been completed. The division has doubled its engineering force in connection with new development work for the U. S. Army and Navy. The new air conditioned building also includes accommodations for production engineering and the purchasing department, thus providing more space for airplane production work in the plant proper, where these offices were formerly located.

New Course at Lincoln

Lincoln, Nebr., July 5—After consulting with aviation engineers, the Lincoln Airplane and Flying School has announced a new two-year course in aeronautical engineering. Curriculum of the course has been worked out to provide the theory and practical experience applicable to present-day engineering practices.

Students Aid Actual Designing

Lincoln, Nebr., July 5—E. J. Sias, president of the Lincoln Airplane and Flying School, has announced that the school's students are now given the opportunity of assisting in the design of new airplanes. The students, under the direction of staff engineers, help with drawings, blueprints, jigs, selection of materials and construction.

Recently Elected Menasco Officials



Shown above are Al Menasco (left), pioneer in the development of air cooled in-line aircraft engines in this country, who was recently elected vice-president of Menasco Manufacturing Co., and (right) Gardner W. Carr, who has been elected president of the firm. Until January of this year Carr was vice-president and general manager of the Glenn L. Martin Co. He also is a former vice-president of Boeing Airplane Co.



Robert E. Gross (left), president and treasurer of Lockheed Aircraft Corp. and Cyril Chappellet, secretary of Lockheed, who were elected recently to the board of directors of Menasco Manufacturing Co., filling vacancies created by resignation of W. R. Atwood and William Keith Scott.



Phillips Aeroneer Gets NC



Charles Hawks (right), Bureau of Air Commerce engineer, shown congratulating James A. Phillips, Jr., president of Phillips Aviation Co., Van Nuys, Cal., on approval of the ship for an NC recently. The two-place, all-metal skin-stressed low-wing monoplane is powered with a 125-hp. Menasco C engine, although designed and stressed to accommodate greater horsepower. The cabin is convertible.

Army Contracts Total \$14,433,196

Orders for 78 Douglasses, 13 Flying Fortresses and 7 Vultee Attack Planes Augmented By Awards for 276 Engines and Other Equipment

CONTRACTS amounting to \$14,433,196.88 for 98 new airplanes and Air Corps equipment have been awarded by the War Department, Col. Louis Johnson, acting secretary of war, announced July 1, first day of the fiscal year 1939. Included are 13 additional Boeing B-17B planes (Flying Fortresses), 78 more Douglas B-18A bombardment craft, and 7 Vultee YA-19 attack ships. Four engine contracts for a total of 276 units, and 26 other contracts for Air Corps needs are included. Of the total sum, only \$272,801.26 will be expended on non-aviation purchases, such as trucks, tractors, trailers and portable photographic laboratories. These five contracts are omitted on the list on this page.

"The Flying Fortress is definite proof that America still maintains its position of leadership in aeronautical design," Col. Johnson declared upon announcing the Boeing award, "despite the fact that other nations are spending many times the amount of money available in this country for that purpose."

Each Boeing B-17B will be powered by four Wright Cyclone engines, and will carry five machine guns, and a crew of nine. Speed is above 250-mph. This contract is for \$3,174,802.05.

Referring to the order for 78 more Douglas ships, Col. Johnson said the Department exercised an option with the manufacturers, increasing to "more than 250" the number of planes of that type purchased under the existing contract, at a total cost of about \$15,000,000. With the option now taken, this is "by far the largest contract for airplanes ever placed by the Army in times of peace," Johnson announced. The plane, powered by two Wright Cyclone engines, has a speed of more than 225-mph., and is equipped with retractable landing gear, flaps, and directional gyro.

"The purchase of both the Flying Fortresses and the B-18A airplanes by option under existing contracts enables the War Department to take advantage of favorable prices secured on large-scale purchases and thus effect a material economy in the procurement of these planes," it was announced.

The Vultee YA-19, all-metal, low-wing monoplane, powered by a Pratt & Whitney Twin Wasp 14-cylinder radial air cooled engine, is a new type 3-place attack craft expected to attain a speed of more than 230-mph. It is designed to carry 600-lbs. of bombs either in external or internal racks, six machine guns, four fixed and two flexible. The retractable landing gear is electrically controlled. Wing span is 50-ft. Overall length is 36-ft. 11-in., and gross weight, including fuel and armament load, is over 10,000-lbs. Col. Johnson pointed out that it is the "largest and fastest single-engined attack plane yet procured for the Army, and believed to have no superior in that class abroad."

Placing of these contracts marks the culmination of a year of intensified effort toward reaching of the objective set by the Baker Board, which was to produce 2,320 modern first line aircraft by July 1, 1940, Col. Johnson said.

588 Plane Contracts

In the fiscal year ending June 30, 1938, the Army placed contracts for

588 planes costing approximately \$29,000,000, apportioned as follows:
Pursuit 236
Bombardment 118
Attack 35
Observation 33
Primary Trainers 20
Cargo 51
Basic Combat 95

Total 588

The contracts, most of which were awarded on the competitive bidding system, went to 10 aircraft manufacturers. A total of 732 engines, valued at more than \$6,000,000, were ordered from four companies. Government-furnished equipment during the year—such as radio, armament, instruments, and other aeronautical appliances for installation in planes purchased, amounted to approximately \$7,500,000.

"These ships," Col. Johnson said, speaking of last year's purchases, "type for type, are the equal, if not the superior, of like types in any part of the world, and clearly establish the fact that the United States is not lagging behind other nations in aeronautical development, but on the other hand has assumed, and will maintain, its position in the forefront of aviation."

Clark Aircraft Out for Air Corps Orders

Having received an ATC on its first plane, Clark Aircraft Corp. expects to receive Army Air Corps orders in the near future for the construction of a series of ships whose fuselages are made of pre-molded pieces of plywood bonded by synthetic plastic.

The first model has been tested at Wright Field, Ohio, and was constructed in the Fairchild Aircraft Corp. plant at Hagerstown, Md. The company's offices are at the Fairchild factory and the Fairchild company has between 40% and 50% interest in the Clark Aircraft Corp. Col. V. E. Clark is vice-president and Col. John Jouett, formerly with Fairchild as president of the aircraft company, is public relations director.

The first model has a 420-hp. Wright engine and cruises at 212-mph., according to the company.

Company officials have stated that they are seeking orders for pursuits and trainers, and that the plastic fuselage is practical for planes up to 85-foot wing spreads. Advantages of this type fuselage, according to the company, are quick-manufacture possibilities in time of emergency. Assembly time required is cut down many times from the hand-assembly methods used in conventional aircraft. Since the fuselage is made of two molded halves, it is perfectly smooth in appearance. Clark Aircraft Corp. recently bought out the Duramold Corp.

British Order in Canada

Ottawa, July 1—De Havilland Aircraft of Canada is expected to start soon on fuselages for 200 Tiger Moth planes which are to be used as trainers by the British Royal Air Force. A small quantity of wings also will be turned out. The order was assigned by British De Havilland and is believed to approximate \$300,000.

Planes: \$9,175,269.69

DOUGLAS AIRCRAFT CO., INC.: \$5,703,287.64—For 78 additional B-18A bombardment planes. Exercising an option which now increases to "more than 250" the number of this type purchased under the existing contract at a total cost of approximately \$15,000,000.

BOEING AIRCRAFT CO.: \$3,174,802.05—Procurement by option under existing contract of 13 additional B-17B "flying fortresses," which will place on hand or on order a total of 52 of this type.

VULTEE AIRCRAFT DIVISION AVIATION MFG. CORP.: \$297,180—For 7 YA-19 three-place, all-metal, low-wing attack monoplanes.

Engines: \$2,573,286.65

WRIGHT AERONAUTICAL CORP.: \$922,860—For 108 Model R-1820-49 engines required for type C-39 transport cargo (Douglas) planes.

ALLISON ENGINEERING CO.: \$987,891.65—For 40 Model V-1710 engines for use in types YFM-1, YFM-1A and Y1P-37A airplanes.

PRATT & WHITNEY DIVISION, UNITED AIRCRAFT CORP.: \$662,535.00—For 117 Model R-985-17 engines, required for type C-40 transport Lockheed and Model OA-9 Grumman Observation amphibians, totaling \$548,437.50; for 11 Model R-1830-17 engines for installation in 7 Vultee Attack (YA-19) planes totaling \$114,097.50.

Other Contracts: \$2,411,839.28

DOUGLAS AIRCRAFT CO., INC.: \$967,165.98—Covering approved changes in 177 Model B-18A planes (\$766,591.37), and another contract involving \$200,574.61 awarded to cover miscellaneous changes requested in 37 Type C-39 transport cargo planes. One of the principal revisions concerns the fourth plane in the contract, which is to be made for personal transport. It will be re-designed as C-41.

ECLIPSE AVIATION CORP.: \$336,105.00—For three contracts, as follows: \$44,555.00 for purchase of 7 additional accessory power plants required for installation in YFM-1 planes; \$66,780.00 for purchase of additional C-20 and C-21 starter assemblies required for C-39, YA-19, and OA-9 planes now under construction, and for repair of Model B-18A planes now in service; \$224,770.00 for purchase of accessory power plants and data.

CURTISS PROPELLER DIVISION, CURTISS-WRIGHT CORP.: \$155,076—For three contracts as follows: \$41,963.00 for purchase of propeller hubs, propeller assembly, and sets of controls and data required for experimental purposes; \$40,150 for procurement of governor assemblies, propeller control; \$72,963 for purchase of controllable propeller assemblies, constant speed controls, cockpit controls, and servicing tools and data, to be used as equipment for YFM-1 and YFM-1A planes.

PRATT & WHITNEY AIRCRAFT DIVISION, UNITED AIRCRAFT CORP.: \$58,884.25—For purchase of spare parts.

HAMILTON STANDARD PROPELLERS DIVISION, UNITED AIRCRAFT CORP.: \$237,515—For three contracts as follows: \$29,075, a change order, covering purchase of additional propeller assemblies; \$140,600 for procurement of governor assemblies, propeller control; \$67,840 for purchase of propeller assemblies, tools and data, for installation in 26 observation-amphibian planes, Model OA-9.

PITTSBURGH SCREW & BOLT CORP.: \$80,700—For two contracts as follows: \$30,000, for purchase of propeller blades and data required for experimental purposes; \$50,700, for purchase of propeller blades and data, required in fabrication of propeller assemblies to be installed in YFM-1 and YFM-1A planes, now under construction by Bell Aircraft Corp.

ENGINEERING & RESEARCH CORP., Washington, D. C.: \$29,702—For propeller blades and data required for experimental purposes.

LINK AVIATION DEVICES, INC., Binghamton, N. Y.: \$135,600—For procurement of instrument flying and landing trainers, including data.

BENDIX PRODUCTS CORP., South Bend, Ind.: \$66,660—For purchase of automatic mixture control assemblies for installation in B-18 planes.

SHELL PETROLEUM CORP., St. Louis, Mo.: \$99,999—For purchase of additional aircraft engine fuel.

FAIRCHILD AERIAL CAMERA CORP.: \$72,500—Change order covering purchase of additional type K-3B and type K-12 aircraft cameras.

SUNCOOK MILLS, Suncook, N. H.: \$116,777.25—For purchase of mercerized cotton airplane fabric required for maintenance and repair.

ROHM & HAAS CO., PHILADELPHIA: \$55,154.80—For purchase of five items of plastic sheet (transparent, acrylate base), required for maintenance and repairs of planes in the service.

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Transport Industry Conjectures On Latest Entrant in Ship Race

Curtiss-Wright's Model 20 Rushed Along at St. Louis; With Higher Power, Only 2 Engines, It Makes Bid to Airlines

Although the publicity was not sufficiently well timed, distributed or complete to get into the swim of newspaper space going to Douglas and Boeing for their four-engined ships, the 30-passenger two-engined Curtiss-Wright Model 20 which is now being built at St. Louis is providing its share of conjectures within the air transport industry as to future use of larger equipment.

Jigs were erected the week of June 27 and the first center spar section was put in place the week of July 4. The company is striving for a completion date sometime in the fall but early next spring is a more likely date for the first tests. The ship is designed to fly non-stop New York to Chicago with full payload. If it meets this requirement there is little doubt that airlines will be interested. American, United, TWA and Eastern have all looked in on the plans but there are no commitments and not likely to be until after testing.

The first 1,600 horsepower engine has already been delivered to St. Louis by Wright Aeronautical. This will be the first commercial transport equipped with 1600's and the additional 100 horses may have an important bearing. First model will have a gross weight of 36,000-lbs., but the company is ready to produce a 40,000 gross ship as soon as 2,000-hp. engines are available. The 1600's are available only to domestic airlines and cannot be exported. Largest engines to date are the 1500's in the Boeing Clipper.

No price tag has been announced, but company officials claim it will be only slightly more than half the cost of the Douglas DC-4 which carries 12 more passengers. It will have the same fuel capacity as the Boeing 307 but will have only two engines instead of four, which the company believes will have a vital bearing on payload. Block to block speed will be virtually the same as both the 307 and the DC-4. Curtiss-Wright has considered the nose wheel design which features the DC-4 but has decided to wait before adopting it. The Model 20 is of conventional design but rather fantastically large as transports go. First model will have the largest propeller in the country, with diameter of 14-ft. 6-in., and one has already been delivered to St. Louis. It will have 540-hp. per blade. Fuselage will be pressurized for high-altitude flying.

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Orders 28 Grummans

The Navy Department July 7 announced the award of two contracts to Grumman Aircraft Engineering Corp., totaling approximately \$845,000. One contract is for an additional lot of 27 single seat fighters, to be based on aircraft carriers, and the other is for one experimental advanced type single seat fighter. Company backlog now stands at more than \$3,750,000, as compared with \$3,250,000 as of Jan. 1, 1938. The company delivered planes and parts valued at \$2,126,000 during the first half of 1938, as compared with about the same total delivered during the entire year of 1937.

C&S Declares

St. Louis, July 5—Chicago & Southern Air Lines officials today announced that a dividend of 52½¢ a share was declared on the outstanding convertible preference stock at a meeting of the board of directors held June 22. Total declaration of dividends to date amounts to 70¢ a share. The company recently celebrated its 2nd anniversary using Lockheed transports throughout the Mississippi Valley, which it has served during the past four years.

Douglas 6 Months Net, \$1,093,149; DC-4 Writeoff Totals \$974,871

Consolidated Statement Shows Current Assets of \$11,207,471;
Current Liabilities of \$2,868,551; Bank Loans
of \$5,230,000 Liquidated

Damages Suit Settled

Portland, Ore., July 11—A suit for \$20,150 damages, brought by Ray Schanhals against United Air Lines, was dismissed in federal court here when the attorney for the plaintiff stated that settlement had been made out of court. Suit was based on personal injuries suffered on Oct. 6, 1935, when a UAL plane allegedly took off within the course of a race in which Schanhals was a participant. His plane dived into the Willamette River after being caught in the backwash from the transport.

Santa Monica, Cal., July 10—Douglas Aircraft Co., Inc., and Northrop Corp., wholly owned subsidiary, today announced consolidated net profit of \$1,093,149 for the six months ending May 31, equivalent to \$1.91 a share on 570,683 shares outstanding. This was the best period in company history. This figure, however, is subject to year-end adjustments. Provision was made for the write-off of \$291,741 in experimental costs on the DC-4. A sum of \$683,130 was written off previously, against earnings as of Nov. 30, 1937, making a total of \$974,871 charged against profits for the new ship.

For the six months ending May 31, 1937, the company announced a net income of \$525,822, or 92¢ a share. For the quarter ending May 31, 1938, net profit was \$686,378 after charges, federal taxes, and after reserving \$291,741 for experimental charges on the DC-4. This is equal to \$1.20 a share, comparing with revised net profit of \$288,471 or 50¢ a share in the corresponding quarter of 1937.

The May 31 balance sheet shows current assets as \$11,207,471; current liabilities, \$2,868,551. Bank loans which totaled \$5,230,000 on Nov. 30 have been paid. Inventories are \$9,881,775.

Net sales for the first half of 1938 were \$16,643,242, representing 270 planes and spare parts, as compared with sales of \$8,501,760, including 107 planes, for the corresponding period last year. Total delivery includes 159 DC-3's, DST's and combination models, and 139 DC-2s. Backlog May 31 was \$26,545,652 (as compared with \$26,800,000 on May 31, 1937) representing 316 planes and parts for the Army, totalling \$22,892,754; 17 planes and spare parts for the Navy, amounting to \$853,343; and 12 commercial planes, spare parts and license data, for export, representing \$2,799,554.

United Aircraft Corp. Shifts Export Men in Reorganization

United Aircraft Corp. on July 1 took over the business and assumed the liabilities of its former subsidiary, United Aircraft Exports Corp. Export operations are now being conducted as a division of United Aircraft, and Thomas F. Hamilton, former president of United Aircraft Exports, has been named European representative. The appointment of J. Reed Miller as general manager of the export division was also announced.



Hamilton

as vice president and general manager of the export division was also announced.



Miller

Hamilton, who was the founder of the predecessor company of the Hamilton Standard Propellers division of United more than 25 years ago, has been associated with the export activities of this corporation and its predecessor.

United Aircraft and Transport Corporation, practically since the establishment of an export unit in 1929. The company states that he is being sent abroad because of the increasing importance of United's license and sales negotiations in Europe.

Miller has been in the aircraft industry since 1925, when he served Standard Steel Propeller Co. and Hamilton Standard Propeller Corp. in the capacity first as auditor and then as treasurer. In 1932 he resigned to become assistant secretary and assistant treasurer of United Aircraft Exports, Inc. Miller was elected vice president of the exports corporation in 1936.

3 VULTEE MEN RESIGN

Cameron, Hirtenstein, and Carroll Will Make Later Announcement of Plans

New Chicago Stock Listings

Chicago, July 1—United Air Lines Transport Corp. and Goodyear Tire and Rubber Co. have notified the Chicago Stock Exchange that they plan to list their shares on that exchange. Corporations already having securities listed on the New York Stock Exchange were recently invited to do so.

Records

Four British Royal Air Force Vickers Wellesley bombers landed July 8 after flying 4,300 miles nonstop from Cranwell, Lincolnshire, to Ismailia, Egypt, in 32 hours, to break the world record for long-distance formation flight. Former record flight was made by the Italian Air Force, and was 980 miles shorter. Each British ship has a single Bristol Pegasus engine.

The Federation Aeronautique Internationale has officially recognized as a world altitude record the flight made by Flight-Lieutenant M. J. Adam of Great Britain on June 30, 1937, to a height of 53,937 feet. A Bristol 138A, a large experimental low-wing monoplane of wood construction, was powered by a special Pegasus P. E. VI S air-cooled radial engine with a four-bladed wooden propeller.

Ray Cheaney July 3 claimed a new Canadian parachute record (established near Toronto), jumping from about 18,000 feet. The old record of 13,500 feet was made 8 years ago by Charles Dailey of Hamilton.

Los Angeles, July 8—Three officials of Vultee Aircraft Co. today announced their resignation: L. B. Cameron, assistant secretary and treasurer; W. E. Hirtenstein, factory manager, and Don Carroll, superintendent.

Cameron and Hirtenstein, who have been with Vultee since its organization in 1932, stated that their resignations were effective immediately. Carroll will leave July 20. The men declined additional comment but intimated they would make an announcement soon regarding their new affiliations.

HARRIS B. HULL, formerly publicity man for TWA in New York City, is now employed by the Sperry Gyroscope Co.

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New Type Certificates

The Bureau of Air Commerce has issued the following type certificates:

671: Waco AVN-8 and ZVN-8, four-place closed land biplane. Jacobs engine L-6 (model AVN-8) or Jacobs L-5 (model ZVN-8).

678: Stinson SR-10B and SR-10C, five-place closed land monoplane. Lycoming engine R680-D6 (Model SR-10B or Lycoming R680-D5) (Model SR-10C).

Engines

196: Pratt & Whitney, Twin Hornet SIAI-G, and SIA-G, 14 cylinder radial air cooled; 2:1 reduction gears. 1,150-hp. at 2,350-rpm. at 8,000-ft. pressure altitude.

Stinson Certificate Granted

The Bureau of Air Commerce during the week ended June 18 assigned a type certificate to the Stinson SR-10F, a 5-place cabin high monoplane powered by a Pratt & Whitney Wasp, Jr. TB 400-hp. engine.

Transmitter Site Leased

A site has been leased near Pittsburgh, Pa., for erection of an improved ultra high frequency experimental radio range station, the BAC announces. A 125-megacycle transmitter designed for operation on one of the ultra high frequency channels recently allocated will be installed for investigation of range course characteristics.

Plan Broadcast Recorders

The airways operation division of the Bureau announces that arrangements have been completed for purchase of portable electric recorders and reproducers for voice and radio broadcast signals, including constant tone signals, for use by each regional office. Preservation of records of range operation and voice broadcasts will be possible. Correction of interference between the range stations and irregularities in broadcast of weather information will be possible, it is said. Automatic electric time recording devices for use at all broadcast stations also will be acquired.

Order Static Research

Contracts have been awarded by the Bureau of Air Commerce to Reed College, Portland, Ore., and Purdue University, Lafayette, Ind., covering investigation of rain and snow static. Reed personnel will study snow static and the Purdue project will cover rain static problems.

Contract for BAC Instrument Landing System at Indianapolis Awarded

The Bureau of Air Commerce has awarded a contract amounting to \$64,800 to the International Telephone Development Co., a subsidiary of International Telephone and Telegraph Corp., for the design, manufacture and installation of its new airplane instrument landing system to be put into operation at Municipal Airport, Indianapolis, Ind.

After studying all existing instrument landing systems, the BAC has taken what it believes to be the best features from each, and these will be incorporated in the new system. If tests prove successful, it is expected that it will be installed at airports throughout the country so as to provide a uniform method of instrument landing.

Equipment is to be provided for four wind directions on two concrete runways at Indianapolis. The order involves a trailer carrying main and spare localizer beam transmitter with means to connect to fixed localizer antennas at four points. There will also be a trailer bearing main and spare glide path beam transmitters with

Airports of Entry

The Bureau of Air Commerce announces that the following have been designated temporary airports of entry for one year from May 1, 1938:

ALEXANDRIA BAY, N. Y.—Wellesley Farms Airport and Seaplane Base.

The following have been redesignated temporary airports of entry until June 2, 1939:

GREAT FALLS, MONT.—Great Falls Airport.

HAVRE, MONT.—Havre Airport.

PLATTSBURG, N. Y.—Plattsburg Airport.

SPOKANE, WASH.—Felts Field.

WATERTOWN, N. Y.—Watertown Airport.

Bureau Appoints Physicians

The Bureau of Air Commerce announces that the following physicians have been officially authorized to act as Bureau medical examiners in the cities named:

ARIZONA: Dr. Gould Wells, Parker.

CALIFORNIA: Dr. Henry S. Reid, Reid Clinic & Hospital, Palm Springs.

NEVADA: Dr. Will G. Merrill, Aultmann St., Ely.

WYOMING: Dr. W. K. Mylar, Hynds Building, Cheyenne.

CANAL ZONE: Lt. Col. Wood S. Woolford, Albrook Field, Canal Zone;

Capt. Ehrling I. Berquist, France Field, Canal Zone; Lieut. Comdr. V. S. Armstrong, U. S. Fleet Air Base, Canal Zone.

VIRGIN ISLANDS: Lieut. Alfred W. Eyer, U. S. Marine Scouting Squadron 3, St. Thomas, Virgin Islands.

Alfaro Engine Tested

The Bureau of Air Commerce reports that the Alfaro 4-cylinder barrel type engine weighing, complete with generator and starter, 269-lbs, successfully passed its two hour acceptance test recently with an average brake horsepower of 113, and an average fuel consumption of 0.580. The two-cycle engine has Junker type cylinders employing fuel injection.

Dumping Tests End

Fuel dumping tests which have been conducted at the Bureau of Standards have been completed. The BAC announces, and results are being correlated into report form and motion picture records of the tests are being edited.

New Aeronautical Charts

The U. S. Coast and Geodetic Survey, Department of Commerce, Washington, announces the following new sectional aeronautical charts, which cancel all previous editions. Pilots are warned by the Survey against using obsolete charts.

(Charts are scaled at 1:500,000 and priced at 40¢ each with a discount of one-third on orders, including assortments grossing \$10 or more.)

LEWISTON. June 1938. 20 by 39 inches.

Shows additional new radio ranges at Augusta and Bangor, with portions of the Portland and Montreal ranges, and the beacons of the Boston-Bangor Airway included on the area covered by this chart.

LINCOLN. June 1938. 20 by 41 inches.

Includes addition of radio ranges at Hayes Center and Grand Island, Neb., realignment of North Platte and Omaha, Neb., radio ranges, and the elimination of radio range at York, Neb., as well as various changes in airports and beacons.

LITTLE ROCK. June 1938. 20 by 45 inches.

Changes in topographic features, including a revision of the highway, and an accumulation of amendments in radio facilities, airports, and beacons.

Tests Hearing Device

The Bureau of Air Commerce has completed exhaustive tests on a bone conduction hearing device, and will make experiments on a model which has been purchased. An attempt will be made to improve it as an aid to radio reception through elimination of static noises and possible prevention of premature pilot deafness.

Army Tries Cotton

The Army Air Corps is experimenting with cotton cloth in the construction of runways in an effort to prevent disintegration. Officials state that experiments at Reilly Field, Alabama, have been satisfactory so far, but that the runway has not yet gone through a winter. A complete story of Bureau of Air Commerce tests with cotton fabric was carried in AMERICAN AVIATION, May 1.

CONTRACTS

The Department of Labor announced the following contracts, amounting to \$2,919,682.22, were signed during the week ended June 23 by various government agencies:

Suncook Mills, Suncock, N. H., cotton airplane cloth, Navy, \$37,110.42.
Sheney Bros., Manchester, Conn., parachute silk, Navy, \$17,500.00.

Brewster Aeronaughtic Corp., Long Island City, N. Y., airplanes and parts, Navy, \$1,910,395.20.

Lockheed Aircraft Corp., Burbank, Calif., airplanes, Army Air Corps, \$570,913.12.

Consolidated Aircraft Corp., San Diego, Calif., airplane parts, Navy, \$14,519.56.

Curtiss-Wright Corp., Curtiss Aeroplane Division, Buffalo, N. Y., airplane parts, Navy, \$17,270.24.

Curtiss-Wright Corp., Curtiss Aeroplane Division, Buffalo, N. Y., airplane parts, Navy, \$17,047.48.

Keuffel & Esser Co., Hoboken, N. J., drift meter assemblies, Army Air Corps, \$210,125.00.

Service Tool & Engineering Co., Dayton, Ohio, set assemblies, Army Air Corps, \$44,520.00.

Bendix Products Corp., South Bend, Ind., engine equipment, Army Air Corps, \$18,824.00.

Fairchild Aerial Camera Corp., Jamai-

ca, L. I., N. Y., camera assemblies, Army Air Corps, \$61,657.20.

The Department of Labor announced the following contracts amounting to \$364,640.21, signed during the week ended June 30 by various government agencies:

Roth Office Equipment Co., Dayton, Ohio, cabinets, Army Air Corps, \$21,681.25.

Eclipse Aviation Corp., E. Orange, N. J., starter parts and tools, Philadelphia Navy Yard, \$159,971.90.

Douglas Aircraft Co., Inc., Santa Monica, Calif., airplane parts, Navy, \$40,907.76.

Link Aviation Devices, Inc., Binghamton, N. Y., trainers, Navy, \$25,270.

Goodyear-Zeppelin Corp., Akron, Ohio, envelope, airship, Navy, \$61,450.

Kohlsman Instrument Co., Inc., Elmhurst, N. Y., tube assemblies, Army Air Corps, \$17,194.

United States Gauge Co., New York City., indicator assemblies, Army Air Corps, \$14,211.30.

Air Cruisers, Inc., Clifton, N. J., cylinder assembly, Army Air Corps, \$23,954.

The Department of Labor announced the following contracts, amounting to \$2,310,837.60, signed during the week ended July 7 by various government agencies:

Roth Office Equipment Co., Dayton, O., chairs, Army Air Corps, \$10,400.00.

American Steel & Wire Co., Cleveland, O., cable, Army Air Corps, \$44,257.40.

W. F. Hebard & Co., Chicago, Ill., tractors and data, Army Air Corps, \$46,815.00.

Caterpillar Tractor Co., Peoria, Ill., tractors, Army Air Corps, \$11,863.00.

International Telephone Development Co., New York City, instrument landing system, Bureau of Air Commerce, \$64,870.00.

Homelite Corp., Port Chester, N. Y., plant assembly power, Army Air Corps, \$13,699.72.

Dewey & Almy Chemical Co., Cambridge, Mass., pilot balloons, Weather Bureau, \$15,372.00.

Grumman Aircraft Engineering Corp., Bethpage, L. I., N. Y., airplanes and parts, Army Air Corps, \$1,412,916.62.

Horton Mig. Co., Bristol, Conn., parachute cord, Navy, \$14,484.38.

Pioneer Instrument Co., Inc., Brooklyn, N. Y., indicators, Army Air Corps, \$10,371.00.

Pioneer Instrument Co., Inc., Brooklyn, N. Y., regulator assemblies, Army Air Corps, \$59,207.40.

Bendix Products Corp., South Bend, Ind., carburetor assemblies, Army Air Corps, \$41,743.75.

Curtiss-Wright Corp., Curtiss Propeller Div., Buffalo, N. Y., governor assemblies, Army Air Corps, \$40,150.00.

Scintilla Magneto Co., Inc., Sidney, N. Y., magneto assemblies, Army Air Corps, \$29,737.00.

Evans Appliance Co., Detroit, Mich., pump assemblies, Army Air Corps, \$27,000.00.

Air Cruisers, Inc., Clifton, N. J., surface envelopes, Army Air Corps, \$37,520.00.

Pump Engineering Service Corp., Cleveland, O., pump assemblies, Army Air Corps, \$22,610.00.

St. Louis Aircraft Corp., St. Louis, Mo., observation balloon power cars, Army Air Corps, \$17,335.60.

United Aircraft Corp., Hamilton Standard Propellers Div., E. Hartford, Conn., blade assemblies, Army Air Corps, \$10,260.00.

Sharpville Boiler Works Co., Sharpville, Penna., cylindrical tanks, Army Air Corps, \$26,507.60.

Bendix Products Corp., South Bend, Ind., wheel and brake assemblies, Army Air Corps, \$12,816.00.

Pump Engineering Service Corp., Cleveland, O., fuel pump assemblies, Army Air Corps, \$39,240.00.

Aqua Systems, Inc., New York City, pit assemblies, Army Air Corps, \$14,820.00.

Bendix Products Corp., South Bend, Ind., wheel and brake assemblies, Army Air Corps, \$20,646.00.

Consolidated Aircraft Corp., San Diego, Calif., airplane parts, Philadelphia Navy Yard, \$18,001.25.

Wallace Aerial Surveys, Spokane, Wash., aerial surveys, Agriculture, \$30,285.88.

Woltz Studio, Inc., and **Woltz Photographic Service, Inc.**, Des Moines, Iowa, aerial surveys, Agriculture, \$27,904.90.

Southwestern Aerial Surveys, Austin, Tex., aerial surveys, Agriculture, \$13,518.00.

Kargi Aerial Surveys, Ltd., San Antonio, Tex., aerial surveys, Agriculture, \$39,697.60.

Aero Service Corp., Philadelphia, Pa., aerial surveys, Agriculture, \$16,787.10.

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Stock Holdings

Following are stock transactions and holdings of officers, directors and principal stockholders as reported to the Securities & Exchange Commission June 1-10. All transactions were made in May except those specifically noted. Holdings are as of the end of that month.

Aero Supply Mfg. Co. Class B—Frank N. Ames, officer and director, decreased 700 to 3,600.

Air Associates, Inc.—Gilbert Colgate, director, increased common 600 to 14,620 and holds 498 first convertible preferred.

American Airlines, Inc.—Chandler Hovey, director, acquired 10 common, holding that amount.

Aviation & Transportation Corp.—Victor Emanuel, officer and director, holds 17,836 common directly; through corporation B (property interest not shown) increased 6,900 to 11,700 and holds 5,000 through corporation C.

Chicago & Southern Air Lines.—John R. Longmire, director, acquired 2,782 common by transfer, holding that amount and 215 convertible preferred; through I. M. Simon & Co. (property interest not shown) disposed of all of 7,500 common by transfer and increased convertible preferred to 25 to 779.

Fairchild Engine & Airplane Corp.—Walter F. Burke, beneficial owner, decreased 3,000 common to 62,099.

Glen L. Martin Co.—John W. Castles, director, exchanged \$18,000 5% convertible notes for 1,500 common, holding 3,500. W. A. Channing, director, exchanged \$1,500 5% convertible notes for 125 common, holding 760; through Vaughn Crennen Son (property interest not shown) holds 100 common. Glen L. Martin, officer and director, exchanged \$18,000 5% convertible notes for 1,500 common, holding 357,085.

Pan American Airways Corp. (\$5 par common)—H. Preston Morris, officer, received 482 in exchange for stock of Pan American Exec. Assn. holding 882.

Pennsylvania Central Airlines.—William V. Couchman, director, holds none directly; through partnership (property interest not shown) increased 96 to 393. John H. Coulter, director, bought and sold 100, holding 17,000.

Western Air Express.—Alvin P. Adams, officer, through exercise of rights increased 2,500 common to 7,500. Serge F. Ballif, Jr., director, through exercise of rights, increased 375 common to 1,126. Margaret Coulter, beneficial owner, through exercise of rights increased 10,000 common to 55,000 and allowed 25,000 rights to expire. William A. Coulter, beneficial owner, through exercise of rights increased 29,744 common to 114,232 and allowed 25,000 rights to expire. Harold P. Fabian, director, through exercise of rights, increased 250 common to 750. Alfred Frank, director, through exercise of rights, increased 6,395 common to 19,185. James Q. Newton, Jr., director, through exercise of rights, increased 1,000 common to 3,000. W. F. Nicholson, director, through exercise of rights increased 125 common to 375.

A summary follows showing equity holdings of directors, officers, and principal stockholders of companies, any of whose securities have become registered with the Commission:

Air Associates, Inc.:

Ray Acre, off. none May '38

Common:

Edward Latham, dir. 1 May '38

George B. Post, dir. 2,015 May '38

\$7 1st conv. pfds.

Edward Latham, dir. 4 May '38

George B. Post, dir. 10 May '38

Breeze Corps. Inc. (\$1 par common):

Frank G. Gardner, off. 100 Mar. '37

Warrants for common:

Frank G. Gardner, off. 1,000 Mar. '37

Pennsylvania-Central Airlines:

Frederick R. Crawford, off. none May '38

Lorenz Iversen, dir. none May '38

Rex Jacobs, dir. none May '38

R. G. Loehl, off. none May '38

Charles L. McCune, dir. none May '38

Capital:

James L. Adler, dir. 150 May '38

James W. Arrott, dir. 1,000 May '38

Kenneth H. Bair, dir. none May '38

(Through joint tenancy, property interest not shown) 2,000 May '38

Wm. V. Couchman, dir. none May '38

(Through partnership, property interest not shown) 297 May '38

Armand Erpf, dir. 1,953 May '38

George T. Ladd, dir. 1,000 May '38

John L. Loeb, dir. none May '38

Through trust 1,468 May '38

G. Frank Ludington, dir. 100 May '38

Off. & dir. 100 May '38

R. S. Richards, dir. 1,000 May '38

WEEKLY AVIATION AVERAGES (1937-1938)

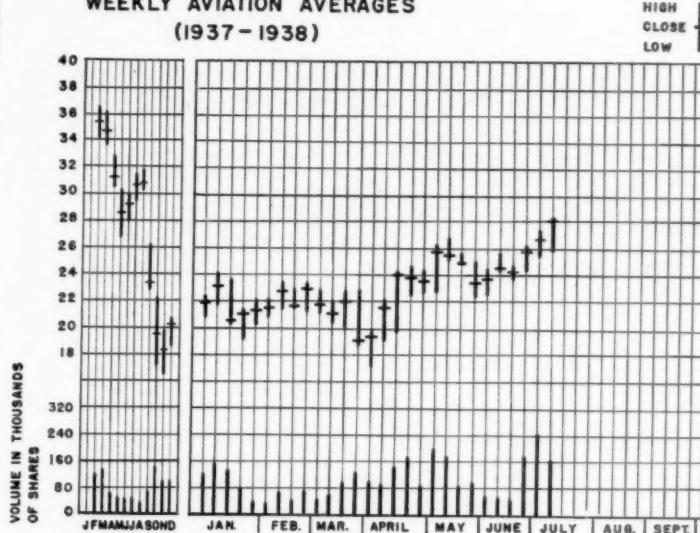


Chart Data Furnished by Wyckoff Associates, Inc.,
Comments by Philip P. Friedlander

Common for warrants:

James L. Adler, dir. 2,400 May '38
George T. Ladd, dir. 335 May '38
C. Bedell Monroe, off. & dir. 4,860 May '38
R. S. Richards, dir. 334 May '38

A summary follows showing equity holdings filed by persons becoming of officers, directors or principal stockholders of firms having securities registered with the Commission:

Aviation Corp.:

Albert L. Lodwick, off. & dir. none Apr. '38

Breeze Corps. Inc.:

Thomas B. Wright, off. none Jun. '38

\$1 par common:

Ray G. Bostwick, dir. 400 May '38

Brewster Aeronautical Corp.:

Temple N. Joyce, off. none Oct. '37

Pan American Airways Corp. (\$5 par common)

Harold M. Bixby, off. 546 Jun. '38
John C. Cooper, Jr., off. 654 Jun. '38
Evan E. Young, off. 1,100 Jun. '38

Pennsylvania Central Airlines (capital):

S. Stewart Mitchell, dir. none May '38

(Through partnership, property interest not shown) 87 May '38

Sperry Corp.:

Cleemann Withers, off. none Feb. '38

2,364 Airports in U.S. Bureau Check Reveals

Tabulation of airports in the United States as of July 1 reveals the following figures released by the Bureau of Air Commerce:

	784
Municipal Airports	784
Commercial Airports	432
Dept. of Commerce intermediate fields	268
Army Airfields	62
Naval Air Stations (including Marine & Coast Guard)	25
State Operated Fields	49
Marked Auxiliary Fields	630
Private Fields	88
Fields for miscellaneous govt. activities	26
Total	2,364

Airports having any night lighting equipment as of June 1:

	284
Municipal	284
Commercial	90
Intermediate	271
Army	31
Navy	11
State	9
Auxiliary	13
Private	7
Total	716

All figures include Alaska, which has 114 airports. States having more than 100 ports are California, 180; Texas, 133; Florida, 132; Michigan, 127; Ohio, 116; Pennsylvania, 113.

out originality or change of style, makes it necessary to understand why this predominant position has been lost. Will it be regained?

Our discussion about the aviations as a group recovering over 50% since the liquidating wave set in during the latter part of 1937, and of the general market only recovering 33 1/3%, may have something to do with the inactivity of the aviation issues. Will it be necessary for the general market to regain almost 50% of their bear market loss before aviation stocks will do anything spectacular? To that question, we answer most emphatically, no!

Soon corporations in the steel, copper, harvester, and automobile groups, will be issuing second quarter statements. No doubt they will not make good reading. Although the market is telling us that all this bad business is behind, and that a brighter trend lies ahead, there is no doubt but that when the statements are published some of the enthusiasm will die down.

On the other hand the aviation stocks, particularly those companies in the manufacturing division, will show good second quarter statements. When they appear, we predict that another move in the aviations will come. Some of these statements should appear within the next few weeks. Therefore, we feel that our charts predicting at least 30-31 for the Aviation averages will be more than made good.

Aviation stocks should never have lost the ground they did during the latter part of last year. They suffered not because of what the industry was doing in the way of business, but were liquidated as part of a general tidal wave of disgust and distrust.

During the last two weeks the aviations averages have fluctuated within a three point range of 27.25. We predict that the time is not far distant when these stocks will not only be market leaders again, but will definitely establish a higher trading range area.

LEADING AVIATION STOCKS

NEW YORK STOCK EXCHANGE

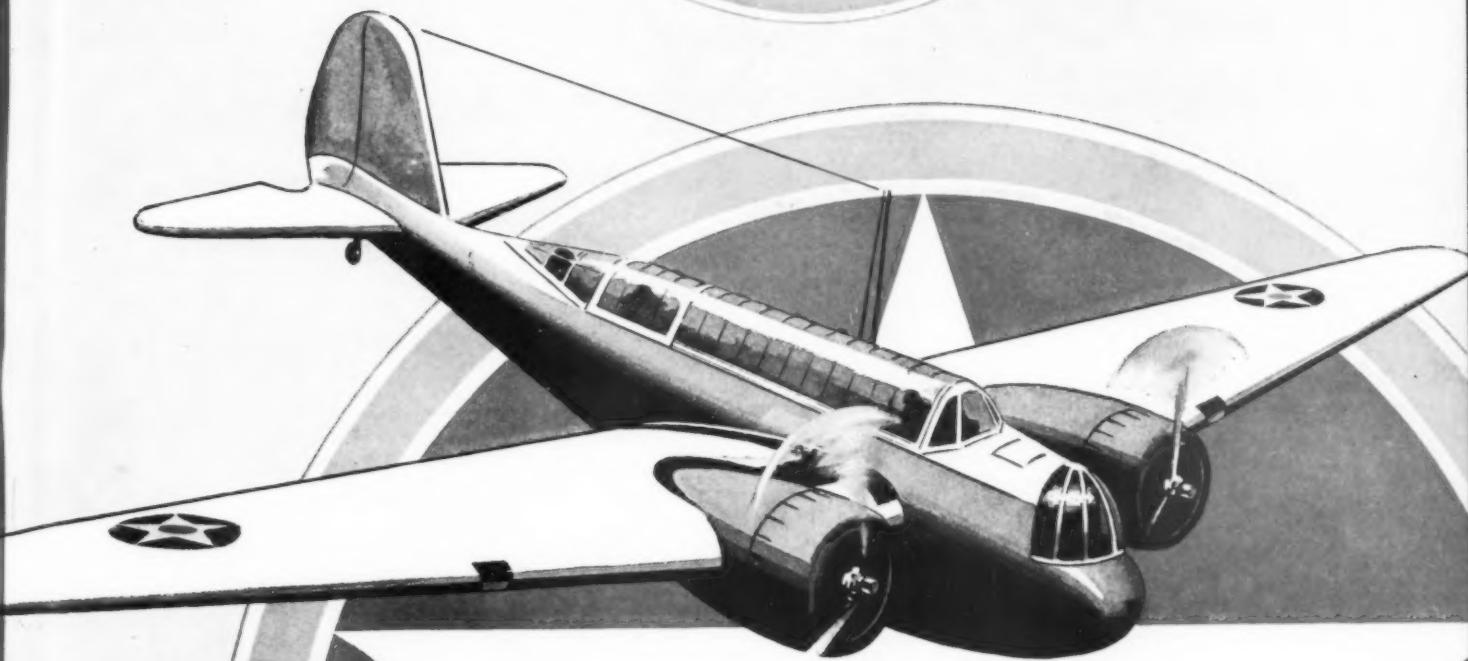
	Week Ending July 2			Week Ending July 9				
	High	Low	Change	Net Sales	High	Low	Change	Net Sales
Aviation Corp.	4 1/2	4 1/8	+ 1/8	19,000	4 3/4	4	- 1/2	22,200
Bendix Aviation	14 1/2	12 1/2	+ 1 3/4	31,100	15 3/4	13 3/4	+ 1 1/2	31,500
Boeing Airplane	28	25 1/2	+ 7/8	49,300	30 3/4	26 3/4	+ 2 1/4	72,800
Consolidated Aircraft	16 1/2	16	+ 16 1/4	24,900	17 3/4	15 3/4	+ 1 1/2	10,900
Curtiss-Wright	5 1/2	4 7/8	+ 1/8	83,600	5 1/4	4 7/8	+ 1/4	76,600
Curtiss-Wright A	21 1/2	19 3/4	+ 1/4	50,400	22 3/4	19 3/4	+ 1 3/4	34,600
Douglas Aircraft	5 1/2	4 7/8	+ 3	74,700	51 3/4	48 1/4	+ 3 1/2	36,800
Glenn L. Martin	25 3/4	23 1/2	+ 3/4	60,700	25 3/4	23 3/4	+ 1 1/4	34,700
Natl. Aviation Corp.	9	8 1/2	+ 7/8	7,800	10	9 1/2	+ 1	6,100
N. American Aviation	10 1/2	9 1/2	+ 3/4	68,200	10 3/4	9 1/2	+ 8 1/2	53,700
Sperry Corp.	23 3/4	22 1/2	+ 3/4	57,900	23 1/4	22 1/2	+ 1 1/4	35,200
Thompson Products	15 1/2	13 3/4	+ 1 1/4	4,100	15 1/2	13 3/4	+ 1 1/4	2,800
TWA	7 1/2	6 1/2	+ 3/4	7,400	8	7 1/2	+ 1 1/2	13,400
United Air Lines	9 1/2	8 1/2	+ 3/8	38,300	10 1/2	8 1/2	+ 1 1/2	45,700
United Aircraft	29 1/2	27 1/2	+ 3/4	96,000	28 7/8	27 1/4	+ 3 1/4	42,800
Wright Aeronautical	92 3/4	85	+ 7 1/4	1,440	94	88 1/2	+ 2 3/4	660

NEW YORK CURB EXCHANGE

	Week Ending July 2			Week Ending July 9				
	High	Low	Change	Sales	High	Low	Change	Sales
Aero Supply B	4	3 3/4	+ 1/2	3,200	4	3 3/4	- 1/4	1,500
Air Associates	8 3/4	8	+ 1/4	400	8 1/2	8	- 1/4	300
American Airlines	14 1/2	13 3/4	+ 3/4	1,900	15	14	+ 1/2	4,100
Aviation & Transp.	21 1/2	17 1/2	+ 3/8	3,700	21 1/2	2	-	5,500
Beech Aircraft	15 1/2	11 1/2	+ 1/2	600	13	-	-	1,700
Bell Aircraft	14 3/4	12 1/2	+ 1/2	3,400	14	13	- 1/4	1,200
Bellanca Aircraft	37 1/2	31 1/2	+ 3/8	800	4	2 5/8	+ 3/8	1,200
Breeze Corps.	5	4 3/4	+ 3/8	900	4 7/8	4 5/8	- 1/4	1,200
Brewster Aero	6 1/2	5	+ 1/2	8,700	6 1/4	5 3/8	+ 1/4	6,300
Fairchild Aviation	4 1/4	4	+ 1/4	1,600	4 1/4	4	- 1/4	1,200
Grumman Airc't Eng.	10 1/2	9 7/8	+ 1/4	2,300	10 3/4	9 1/2	- 1/8	3,900
Irving Air Chute	11 7/8	10 7/8	+ 1/4	800	11	10 3/4	-	400
Lockheed Aircraft	12 1/2	12 1/2	-	33,800	13 1/2	12 5/8	+ 1 1/4	16,400
Pan American Airways	16 1/2	14 1/2	+ 1 1/2	4,300	17 3/8	15 7/8	+ 1 1/2	5,900
Penn Central Airlines	6 1/2	6 1/2	-	1,200	6	5 3/8	- 1/8	700
Seversky Aircraft	25 1/2	21 1/2	+ 1/2	3,900	23 1/2	21 1/2	-	6,000
United Aircraft war	10 7/8	10 1/2	+ 1/4	16,700	12 1/2	9 3/8	+ 2 1/4	12,800
Waco Aircraft	2 5/8	2 1/2	+ 3/4	300	2 5/8	2 1/2	-	200
Western Air Express	3 1/4	2 9/8	+ 3/8	1,500	3 1/8	3 1/8	+ 5/8	2,700



THE
NEW
MARTIN
166
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